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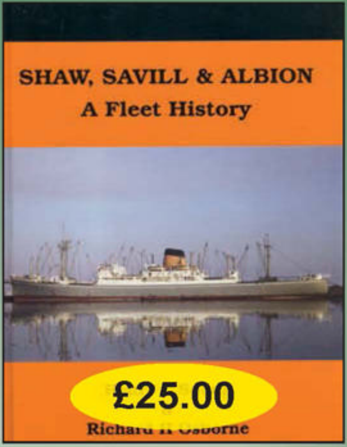
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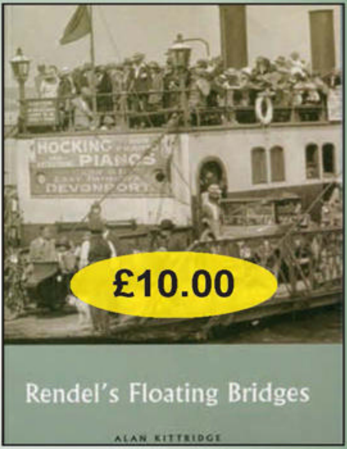
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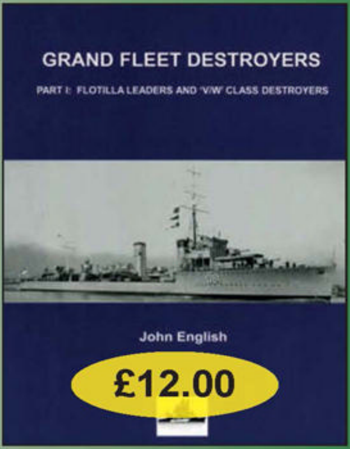
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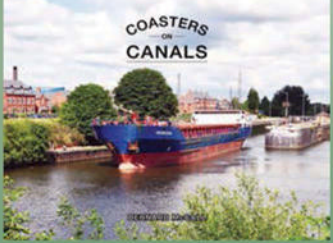
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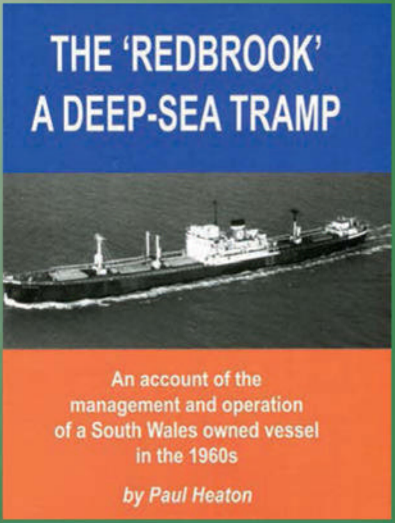
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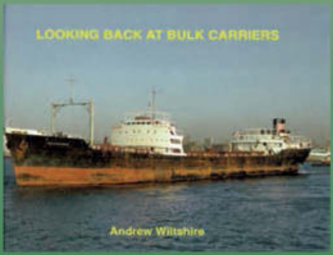
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# WELCOME

The Royal Yacht Britannia was in service from 1954 until 1997. She was launched by Queen Elizabeth II on 16 April 1953, and commissioned on 11 January 1954.

## REMEMBERING OUR ROYAL SHIPS

The coronation of King Charles in May brought the focus of the nation onto the Royal Family, as we enter the New Carolean era. In this issue we have a major feature outlining the late Queen Elizabeth's involvement in the maritime world, with a look at the notable ships and vessels which she christened, of which there were a great many.

Throughout her long reign, she was asked to christen some of the best-known ships, such as Queen Mary 2, while others, such as the aircraft carrier HMS Queen Elizabeth, were named after her, and she had a great fondness for the Royal Yacht Britannia. So now it will be interesting to see whether King Charles maintains the monarch's willingness to name ships.

To keep track of the latest happenings in the shipping world, the entry into service of new ships, and so much more, why not take advantage of our latest subscription offers, which can be found on page 20? And I hope you will enjoy this and future issues of Ships Monthly.

Nick Leach

**Nicholas Leach**
**Editor**
**sm.ed@kelsey.co.uk**

## Contributors this month

### Alan Moorhouse

A cruise on Canberra began Alan Moorhouse's interest in ships, and he has been photographing and writing about passenger ships for over 25 years.

### Conrad Waters

Conrad Waters has a longstanding interest in naval history and current affairs. He is currently the editor of Seaforth World Naval Review.

### Andy Hernandez

Andy Hernandez has had a lifelong passion for ships and their histories. He currently works at PortMiami and is an avid writer specialising in cruise ships.

### Mark Nicolson

A lifelong Cal Mac enthusiast based in the Outer Hebrides, Mark Nicolson has taken many photos of Scotland's ferries, with his favourite ship being Isle of Lewis.

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**REGULAR CONTRIBUTORS**
Krispen Atkinson • Gary Davies • William Mayes • Russell Plummer • Jim Shaw • Conrad Waters

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Blue Star 1 outward from Angle Bay, heading from Pembroke to Rosslare, on 8 April. She has been chartered by Irish Ferries since 2012 for their South Wales to Ireland route, but this is coming to an end. DARREN HOLDAWAY

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COVER Queen Elizabeth 2's final arrival at Southampton on 11 November 2008. The much-loved ocean liner went reluctantly after briefly grounding on a sandbank at the entrance to Southampton Water. She was one of the many ships to be named by HM The Queen (see p.22). MARITIME PHOTOGRAPHIC

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### WONDER OF THE SEAS

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## NEWS IN BRIEF

**CRUISES CUT** A much-reduced schedule of Manchester Ship Canal cruises has been confirmed by Mersey Ferries, and those taking place on 22 and 23 June, 7 and 24 July, 21 August and 4,5,20 and 21 September will only go as far as Latchford Locks before returning to Liverpool. However, Liverpool Bay circuits will be offered morning and afternoon on 25 June, 16 and 30 July and 13 August. For more information go to www.merseyferries.co.uk. RP

**LPG/AMMONIA CARRIER** Japan's Kawasaki Heavy Industries has been contracted to build a $86,700m^3$ capacity dual-fuel combination LPG/ammonia carrier for compatriot ship operator NYK Line that will be capable of carrying LPG as well as ammonia, while its main engine will run on LPG but with the capability of being converted to burn ammonia. JS

**PANAMA CANAL** The Panama Canal is expecting a decrease in both ship transits and cargo in its 2023 fiscal year because of the war in Ukraine, fears of a global recession and lower commercial activity in China. Although the trans-oceanic waterway handled 516 million tonnes of cargo in 2021 and 518 million tonnes in 2022, only about 500 million tonnes are expected in 2023, a decrease of about four per cent. JS

**STENA ADJUSTS FLEET** Proman Stena Bulk, a joint venture between methanol producer Proman and Swedish tanker operator Stena Bulk, has placed the four new methanol-powered tankers Stena Pro Patria, Stena Pro Marin, Stena Prosperous and Stena Promise in service following their delivery by China's Guangzhou Shipyard. The new dual-fuel tankers are expected to burn approximately 12,500 tonnes of methanol per year while substantially reducing SOx, NOx and $CO_2$ emissions. JS

# Pentalina runs aground in the Hope

The 2009-built ro-pax catamaran Pentalina berthed at St Margaret's Hope.

## PENTLAND FIRTH

During the evening of 29 April Pentland Ferries' catamaran ferry Pentalina went aground in St Margaret's Hope. The vessel had 56 adults, three children and an infant on board, and there were no reports of any casualties.

Smoke was detected in the engine room before the vessel grounded. The emergency services were soon in attendance. A spokeswoman from Orkney Islands Council said: 'Our Marine Services and Emergency Planning teams are aware of the incident involving Pentalina. Emergency services are on the scene and the Coastguard are in control of the situation.

Pentalina was taking on water and there was a fire in the engine room. RNLI lifeboats were dispatched from Stromness and Longhope, and St Margaret's Hope, Stromness and Kirkwall Coastguard rescue teams were also on hand.

The fire was extinguished and passengers were evacuated by lifeboat to St Margaret's Hope, where they were met by the Scottish Ambulance Service and Police Scotland.

A thorough investigation will be undertaken to establish how this major incident aboard the Pentland Ferries vessel occurred. Pentalina had returned to service earlier in the week of the grounding to allow the company's other ferry, Alfred, to operate on CalMac routes on the west coast of Scotland.

**PORTLAND PORT** began using the new deepwater berth with the visit of Regal Princess (330m long, draught 8.57m). The berth can accommodate vessels of up to 350m and a draught of up to 12m. The original Outer Coaling Berth, hosting Celebrity Silhouette, was also extended, so the Port can now accommodate two cruise ships of up to 350m at the same time. PAUL DALLAWAY

Scenic Eclipse and her new sistership carry small submarines for their passengers to enjoy underwater exploration.

**SCENIC CRUISES** The second of Scenic Cruises' new ships, Scenic Eclipse II, left her builder's yard in Rijeka, Croatia on 6 April and sailed to Lisbon, from where she left on her maiden voyage on 13 April. The 228-passenger vessel has a gross tonnage of 17,592. Both Scenic Eclipse and her new sistership carry small passenger submarines. WILLIAM MAYES

# Tracking ship goes on tour

▲ **The 24,966 displacement tonne Chinese tracking vessel Yuan Wang 5 departing Durban for the Atlantic Ocean in early April.** TREVOR JONES

## SATELLITE TRACKING

The Chinese satellite tracking and missile telemetry ship Yuan Wang 5 visited South Africa's Port of Durban in late March during a voyage from the Yangtse River to the south Atlantic Ocean. Built by China's Jiangnan Shipyard in 2007, the 222m by 25.2m ship is a third generation tracking vessel of the Yuan Wang (Long View) series and is equipped with a considerable amount of electronic tracking gear, while having accommodation for over 400 personnel and crew. JS

The ice-breaking cruise ship Le Commandant Charcot, operated by company Compagnie du Ponant, making her Solent debut in April. ANDREW MCALPINE

# Icebreaking cruiser makes Solent debut

## CRUISE VISITOR

The 2021-built Le Commandant Charcot (31,283gt), an icebreaking cruise ship operated by the French shipping company Compagnie du Ponant, made a maiden call in the Solent on 26 April. Named after the French polar scientist Jean-Baptiste Charcot, the vessel was built at Vard Tulcea shipyard in Romania and fitted out in Norway.

The ship had left Hamburg and called at Zeebrugge before coming to Southampton, on the way to Brest, for scheduled dry docking. This was her first call at Southampton. The closest she has been to the UK were on previous visits to Cherbourg and Le Havre.

The 150m by 28m beam vessel can carry 270 guests and 187 crew, and her top speed of 15 knots comes from a diesel electric propulsion system made up of four Wärtsilä 14V31DF and two Wärtsilä 10V31DF engines, as well as a 5MWh battery bank. She is Polar classified and is capable of breaking ice up to 2.5m (8ft) thick.

# Philippine ferry on fire

## INTER-ISLAND FERRY

Inter-island ferries in the Philippines continue to suffer casualties, one of the most recent being the 32-year-old Lady Mary Joy 3, which was engulfed by fire in late March while she was travelling from Zamboanga City on Mindanao Island to Jolo Island in Sulu province. At least 33 people are thought to have perished in the incident, during which the 835gt vessel, built in Japan as Daito in 1990, was driven ashore. JS

▲ **The Japanese-built inter-island ferry Lady Mary Joy 3, operated by Manila-based Aleson Shipping Lines, was driven ashore in the Philippines after being engulfed by fire earlier this year.** PHILIPPINE COAST GUARD

# Heysham-Belfast freight boost

Stena Line
Stena Line
STENA NEWMAX

An impression of the 'Newmax' ferries being built for Stena's Heysham route. The unique tidal systems in Heysham can be challenging, so each new vessel will be fitted with three bow thrusters to provide optimum manoeuvrability.

## FREIGHT FERRIES

On 10 May Stena Line announced that it is to increase capacity on its Heysham-Belfast freight service by 80 per cent as a multi-million pound investment sees the company constructing two new bespoke ferries for the route, the first of which is due to enter service on the Irish Sea in autumn 2025.

Each of the two new 147m vessels has been designed to maximise freight volumes and will provide 2,800 lane metres of capacity, an 80 per cent increase on current capacities. The new vessels, the first of which is due to enter service in autumn 2025, will be equipped to carry 12 passengers and 26 crew. The 'NewMax' vessels will be able to operate on methanol fuel and Stena Line has secured future volumes of e-methanol to fulfil its ambition of shifting to the use of renewable fuels.

# 150 years and still going strong

## HOLLAND AMERICA

Three large cruise operators, all part of Carnival Corporation, P&O Cruises, Cunard Line and Holland America Line, are now all more than 150 years old, with Holland America the latest operator to join this exclusive club, the anniversary being formally marked on 17 April.

The current Rotterdam (the seventh of the company's ships to bear the name) arrived from New York in her namesake port for a celebratory visit. HRH Princess Margriet of The Netherlands, together with the President of Holland America Line, the Mayor of Rotterdam and some descendants from the original founders of the company, gathered in the Hotel New York, adjacent to the ship, for a celebratory event, followed by a gala dinner aboard Rotterdam.

The hotel was the company's HQ until 1977. The fifth Rotterdam is permanently moored just across the water. The sixth Rotterdam is currently sailing for Fred. Olsen Cruise Lines as Borealis, so this is probably the only time in the company's long history when three Rotterdams have been afloat at the same time. WM

The homecoming of the fifth Rotterdam in 2008. WILLIAM MAYES

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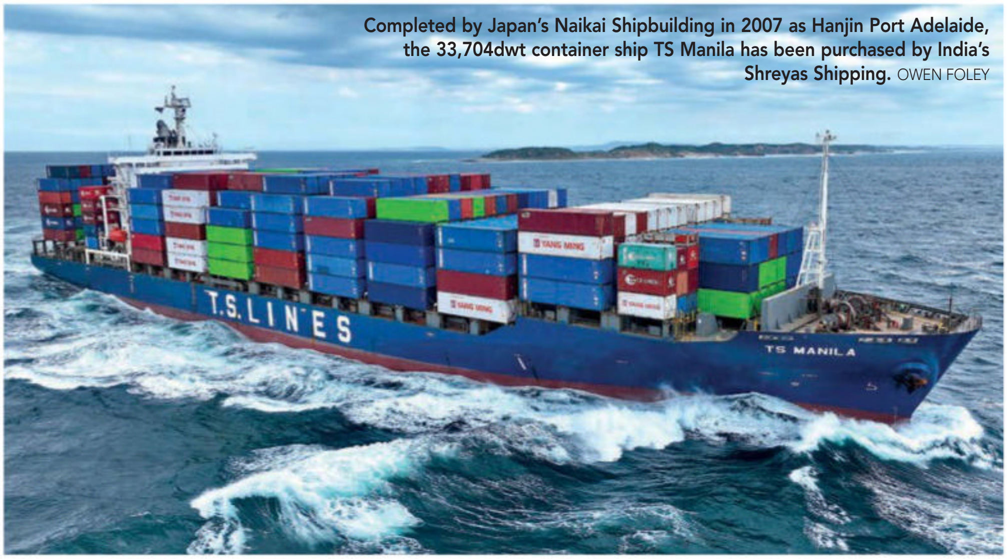
## The World makes first call at Syros

### RESIDENTIAL SHIP

Promoted as the largest private residential 'yacht', The World circumnavigates the globe, taking its owners and passengers to ports agreed among themselves. Delivered by Norway's Fosen Yard in 2002, the 43,188gt vessel has a range of options on 12 decks.

Her Mediterranean itinerary for March-April included calls at Syros, which is becoming part of many cruise ship itineraries, and it was a first call there for the residential ship. The World usually carries about 200 guests, has a crew of 280 and operates at a maximum speed of 18.5 knots. JP

▲ **The cruise ship The World.** JOHN PAGNI



**Completed by Japan's Naikai Shipbuilding in 2007 as Hanjin Port Adelaide, the 33,704dwt container ship TS Manila has been purchased by India's Shreyas Shipping.** OWEN FOLEY

## Shreyas Shipping grows boxboat fleet

### CONTAINER SHIPS

Shreyas Shipping and Logistics Ltd, headquartered in Mumbai, has acquired three second-hand container vessels that have made it the national leader in India's containerised shipping sector with 12 vessels aggregating 26,085 TEUs.

The new ships are the 2,872TEU SSL Godavari (ex-Windermere), the 2,553TEU SSL Kaveri (ex-TS Manila) and the 962TEU SSL Thamirabarani (ex-Sky Pride). The Indian company, which is part of the 45-year-old Transworld Group, also owns two handysize dry bulk carriers, the 22,634gt TBC Badrinath and 22,358gt TBC Kailash. Founded in 1988, Shreyas maintains charter arrangements with Dubai-based Transworld Feeder, which ensures the employment of a number of its vessels. JS

## Patrol boats head to Ireland

### IRISH NAVAL SERVICE

Having entered service with the Royal New Zealand Navy in 2010, two patrol vessels have been sold, having had an operational life of just nine years after they were deemed unfit for purpose following newly introduced regulatory requirements in 2012.

The two vessels, built in Whangarei by BAE Systems Australia at a cost of NZ$36 million each, have been at the Devonport Naval Base since they were decommissioned in October 2019.

Ireland's Department of Defence agreed to buy them on the condition that NZ brought them back up to a state of operational service. The work included the complete overhaul of engines, generators, drive shafts, props and stabilisers. TC

▲ **The former RNZN inshore patrol boats Rotoiti and Pukaki being loaded aboard the heavylift ship Happy Dynamic at Auckland.** TREVOR COPPOCK

## Stolt adds tankers to fleet

▲ **The 38,961dwt Stolt Pride, completed in 2016, is to be followed into the Stolt Tankers fleet by two newbuilds and two second-hand ships.** STOLT TANKERS

### NEW TANKERS

Stolt Tankers' joint venture in China, Shanghai SC-Stolt Shipping Ltd (SSCSSL), has contracted Chinese shipbuilder Wuchang Shipyard to construct two 9,200dwt chemical tankers for delivery in 2024 and 2025. Handover of the twin vessels will bring SSCSSL's fleet up to 11 ships.

At the same time, Stolt itself is acquiring two 15,000dwt second-hand stainless steel chemical tankers built in 2018 and 2019 that will be renamed Stolt Condor and Stolt Tucan for employment in its Inter-Caribbean service, additions that will bring the combined Stolt Tankers fleet up to 168 ships. Established by Jacob Stolt-Nielsen in 1959, Stolt is celebrating 64 years of operations. JS

# Conversion for five Dover ferries

Dunkerque Seaways, pictured heading to Dover, is one of five DFDS vessels that will have been converted to battery power by the end of the decade. NICHOLAS LEACH

## DFDS SEAWAYS

Five of the vessels currently used by DFDS for services from Dover will be converted to battery power by the end of the decade.

They are Dover-Calais route pair Côte des Dunes (2001/32,761gt) and Côte des Flandres (2005/33,90gt), originally built for SeaFrance, and all of the 33,923gt trio, Dunkerque Seaways (2005), Delft Seaways (2006) and Dover Seaways (2006), which link the Kent port with Dunkirk and originally came from the Samsung Heavy Industries yard at Koje Island in South Korea to open the route for Norfolkline until bought by DFDS in 2010.

DFDS also appear to have hit the target with their Calais-Sheerness service which enables freight operators to avoid congestion and delays at Dover. There are six return sailings each week by the 1,811 lane metre Botnia Seaways (2000/11,530gt), which was originally built in China at the Jinling Shipyard as Finncarriers' Finnmaster and later spent time on routes including Immingham-Rotterdam, Kiel-St.Petersburg and in the Mediterranean between Marseilles and Tunis.

DFDS also started an Izmir-Sete service on 2 April, replacing previous crossings from the Turkish port to Tarragona. RP

# Named in Amsterdam

## MULTI-PURPOSE

On 15 April the new multi-purpose vessel Brouwersgracht was christened in the Cacaohaven, Amsterdam. The vessel is the first of two unique DP2 B-type vessels. The naming was undertaken by Mrs N.E. Spliethoff, granddaughter of Johan Fredrik Spliethoff, the founder of the company.

The Spliethoff DP2 B-type vessels have ice-strengthened hulls, and their DP2 systems make them suitable for delivery of heavy cargoes. They are equipped with two Huisman 500mt Heavy Lift Mast cranes for the transportation of heavy cargoes.

▲ The recently delivered multi-purpose vessel Brouwersgracht sails under the Dutch flag.

# Maran Dry's first with LNG

## NEW BULKERS

Maran Dry Management, the dry bulk shipping arm of the Angelicoussis Group, recently took delivery of two Newcastlemax bulk carriers, Ubuntu Unity on 28 February and Ubuntu Community on 18 April, from Shanghai Waigaoqiao Ship Building Co (see SM, May). The two DNV-classed 190,000dwt vessels are the first LNG-fuelled bulk carriers to join the MDM fleet and the first dual-fuelled bulk carriers in the Greek market, and will operate on LNG to significantly reduce $CO_2$ and NOx emissions, while almost eliminating SOx and particulate matter.

▲ The bulker Ubuntu Community will operate on LNG.

# Tallink's Isabelle latest to be chartered out

## BRIDGEMANS GROUP

Finnish ferry giant Tallink has signed a contract with Canada's Vancouver-headquartered Bridgemans Group for a bareboat charter of the Latvian-flagged passenger and vehicle ferry Isabelle (1989/35,154gt), which will undergo refurbishment before crossing the North Atlantic later in the year. The contract includes a purchase option.

The 2,480-passenger Isabelle, with 2,166 cabin berths, was used between Tallinn and Helsinki before the pandemic disrupted services. Since April 2022 she has been housing up to 900 refugees from the Ukraine at a berth in Tallinn while chartered by the Estonian Government.

Built at Split in Croatia by Brodogradvena, she started life as SF Line's Isabella on the Stockholm-Naantali route before offering 24-hour cruises out of Stockholm from 1992 until 1995, when there was a move to the Stockholm-Helsinki route.

She was bought by the Tallink Group in 2013 and there was a one-letter change in the name to Isabelle when she was running between Stockholm and Riga. Isabelle has a line-up of Pielstick diesel engines with 20.5-knot top speed and 850 lane metres of vehicle space, taking 364 cars or a mix including up to 30 lorries.

Tallink seems to have withdrawn from the Stockholm-Riga route after 16 years of being the only provider between the Latvian and Swedish capitals. The other ship on the route, Romantika, is on a three-year charter operating between Netherlands and Norway. RP/JP

▲ Seen in Tallink colours, the passenger ferry Isabelle will be heading to Canada later in the year. SHIPSPOTTING.COM

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## NEWS IN BRIEF

**SUMMER BOOST** Spanish operator Balearia brought in two additional summer vessels, with Tom Sawyer (1989/26,748gt) chartered from TT-Line, while Rusadir (2022/42,500gt), originally Brittany Ferries' Honfleur, left Gdansk for Malaga in March after being renamed. Balearia and Telefonica have also developed a 5G communications project, which gets a summer try-out on the fast ferry Eleanor Roosevelt (2021/12,627gt) running Denia to Ibiza.

**BRITTANY FERRIES** On 4 May Brittany Ferries announced the name of its forthcoming hybrid ship, to operate Portsmouth and Caen, will be Guillaume de Normandie. She will join the fleet in May 2025, sailing alongside sistership Saint-Malo and replace Normandie.

**FINNPULP** The 3,240-lane-metre vessel has become the largest ever used on freight services by P&O Ferries since she started a weekly service from Zeebrugge to Middlesbrough Teesport. Built in China in 2002, the 25,732gt Finnpulp has berths for 12 drivers.

**SHORE POWER** During April Helsinki became the latest port to offer high-voltage power connections to vessels lying in port overnight, with Tallink's Estonia-registered Megastar (2027/49,134gt) the first to use the service. Similar facilities can be found in Stockholm and Tallinn to reduce emissions.

# Famous name brought back

OSCAR WILDE
IRISH FERRIES

Oscar Wilde berthed at Rosslare Harbour in September 2015.

## IRISH FERRIES

The Irish Continental Group, set to introduce Baltic ferry Star (2007/36,249gt) on Irish Ferries services between Rosslare and Pembroke Dock, South Wales in early June, have brought back the name of famed writer Oscar Wilde for their new acquisition.

She was built at Finland's Aker Yard for Tallink's shuttle service linking Helsinki and Tallinn and made a final crossing on 1 May. The 'new' Oscar Wilde takes 1,900 passengers with 520 cabin berths and vehicle deck space for 300 cars. Power comes from four MAK diesel engines developing 7,500kW for a top speed of 27 knots.

Tallink chief executive Paavo Nagone said of the charter: 'We have been looking for alternative work for Star for some time and I am pleased with the Irish Ferries agreement.'

The previous Oscar Wilde (1987/31,914gt) also started in northern waters as Kronprins Harald on Jahre Line's Kiel-Oslo route and joined Irish Ferries in 2007, taking 1,458 passengers with 1,376 cabin berths and pairs of Wärtsilä-Sulzer diesel engines. She was purchased by Italy's Grandi Navi Veloci in 2019.

# New hybrid catamaran launched for the Thames

## THAMES CLIPPERS

The first of a pair of hybrid catamarans for the London river services of Uber Boat by Thames Clippers was lowered into the water by specialist aluminium builders Wight Shipyard at Cowes on 14 April named Earth Clipper.

She has both electric and diesel engines, with sole use of battery power in central London between Tower Bridge and Battersea. Recharging takes place when the ship uses power from bio-fuel when she is further down river.

Earth Clipper is 40m long with a beam of 10m and will boost a service that handles four million passengers a year. Thames Clippers' operation serves 24 piers, from Putney in the west through the centre of London to the most easterly calls at Barking Riverside. The new vessel is powered by two MTU V10 engines.

▲ **Uber Boat by Thames Clippers' new high-tech craft Earth Clipper being lowered into the water by builders Wight Shipyard at Cowes during April.** WIGHT SHIPYARD

## FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . .

JADROLINIJA

**DUBROVNIK** Built in 1979 as B&I Line's Connacht and later operated by Brittany Ferries as Duchesse Anne, the 9,796gt vessel left the fleet of Jadrolinja in April after being bought by Greek provider A-Ships Management. She was dry-docked in Rijeka with a Greek crew on board.

**CLEMENTINE** The Greek Attica Group is paying a reported €13.4 million for the 23,986gt Belgian CLdN vessel, which was delivered by Japanese builders Kawasaki in 1997, for handover during the coming summer. Built to carry 160 trailers on 2,307 lane metres of vehicle space, Clementine also has dedicated areas for a total of 458 cars, with twin MAN diesel engines driving twin screws for a speed of 17.8 knots, and has cabin accommodation for 12 drivers.

**SKANE JET** On 1 April FRS Baltic started a new service between Trelleborg and Sassnitz, which cut Sweden-Germany crossing times to 2.5 hours. Built in 1998 by Incat, the 5,619gt catamaran has a speed of 42 knots from four Ruston diesels and carries 676 passengers and 220 cars.

**CHARTER** Aletehad Line is taking Japan-built ferry Daleela (1991/24,112gt) from Arab Ship Maritime to provide summer services from Piraeus, Limassol and Larnaca which operate until September. The 1,066-passenger vessel carries 470 cars with 530 lane metres of vehicle decks. Twin Pielstick diesel engines provide a speed of 22.9 knots. The vessel first sailed in Japan as New Akashi before spending further time running as Grand Peace.

# Former European Seaway moves again

European Seaway during her time as a P&O Ferries freight carrier. TREVOR BOSTON

### BLUE WAVE

After working as Sea Anatolia for Greek operator Sea Lines, the former P&O Ferries freight vessel European Seaway (1991/22,986gt) has changed hands again, this time crossing the Atlantic to join the Blue Wave conglomerate in Honduras to sail as Blue Wave Horizon.

Built in Germany at the Bremerhaven yard of Schichau Seebeckwerft, European Seaway was designed for the Dover-Zeebrugge freight service, but from 2000 ran twice daily between Dover and Calais, with Zeebrugge crossings overnight. In July 2012 she was chartered to support technicians working in the North Sea's Lynn and Inner Dowsing wind farms. From August 2014 she was a wind farm support vessel off the North German coast, until she returned to the Dover-Calais route from the summer of 2015.

Sea Lines refitted the vessel in Turkey, including the installation of a larger stern ramp, but plans for a Black Sea service from Costanza in Turkey were thwarted by the start of the war in Ukraine and Sea Anatolia was laid up. The vessel's original four Sulzer diesel engines have now been in use for more than 30 years and deliver 20,600kW. The vehicle decks offer 1,925 lane- metres of space and there are cabins for up to 200 drivers.

# Rauma heads to Mexico

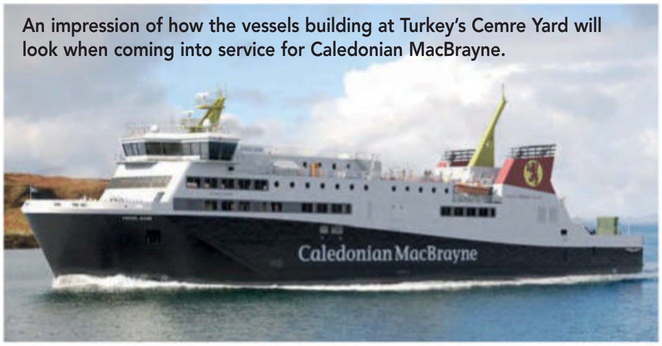
### POOLE HARBOUR

Sold by Norwegian operator Fjord 1 for service in Mexico, the 1,393gt/1988-built double-ended passenger and car ferry Rauma, a product of the Tronderverftet yard, called at Poole during her delivery voyage on 17 April, berthing at the harbour's South Quay.

Taking 399 passengers and 105 cars, the 83.5m Rauma is powered by Deutz engines. Her former owners run Norway's oldest established ferry services. Rauma still had a long way to go after leaving Poole, with the journey expected to take four weeks, including 12 days spent crossing the Atlantic.

▲ The ferry Rauma called at Poole in April during a delivery voyage to Mexico. KEVIN MITCHELL

# Battery order for newbuilds



An impression of how the vessels building at Turkey's Cemre Yard will look when coming into service for Caledonian MacBrayne.

### CAL MAC

Leclanche is to provide battery features for the additional pair of ferries ordered from the Cemre Yard in Turkey by Caledonian Maritime Assets (CMAL). Electrical systems integrator The Schottell Group has given Leclanche a contract for two Navius MRS 3TM battery storage systems.

The CMAL pair have been designed to operate on Cal Mac's routes from Uig in Skye to Lochmaddy, North Uist and Tarbert, Harris, each taking 450 passengers, with space for 100 cars or 134 trucks.

Cemre is already constructing a pair of 5,861gt vessels for Cal Mac service, which are due to enter service on routes to Islay in 2024 and 2025, each taking 450 passengers and up to 275 cars.

Work also continues at the Ferguson Marine yard on the Clyde on the much-delayed Arran route sisters Glen Sannox and the still-to-be-named Hull 802, which will take 1,000 passengers apiece, but no in-service date has yet been announced. They will be powered by Wärtsilä diesel engines, which will give a service speed of 16.5 knots on their crossings.

# Pioneer waiting for her debut

### P&O FERRIES

The new 47,394gt ferry P&O Pioneer spent several weeks lying in Dunkirk after she had arrived in Europe following her completion at China's GSI Yard. She was due to make her debut in early May, but this was delayed,

With sister vessel P&O Liberte due later in the year, they represent a radical shift from anything previously seen on the Dover-Calais route, with hybrid battery power bringing a 40 per cent reduction in fuel usage compared to earlier vessels.

Fitted with four Azipod propulsion units, they will have a speed of 20.8 knots, with the double-ended pair taking 1,500 passengers and 3,600 lane metres of vehicles, and will leave port without having to turn round.

▲ P&O Pioneer berthed in Dunkirk on 20 April awaiting her entry into service. DARREN HOLDAWAY

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# IN THE SPOTLIGHT

# SOLENT SAILINGS

St Faith was Wightlink's main vessel during February. MARITIME PHOTOGRAPHIC

## WIGHTLINK

Wight Light (2008/2,546gt) was operating in February with a defect that prevented use of the side passenger ramp and those boarding on foot had to use the vehicle deck for access. St Clare (2001/5,359gt) was back in service from Portsmouth to Fishbourne from 25 February, which released Victoria of Wight (2018/8,041gt) for some preliminary work in Portsmouth before leaving for dry-docking in Falmouth.

St Faith (1989/3,009gt) took over as the main vessel in the absence of the Wightlink flagship as, after the removal of her mezzanine decks, she could carry taller freight vehicles than St Clare. Extra foot passenger sailings were operated over six February nights to carry children from IOW Schools to compete in the Dance Live! Event.

St Faith had to be withdrawn on 20 February due to prow damage and this resulted in a single-ship service to Fishbourne until 22 February, although even then St Faith had to turn and reverse into berths at either end of her journeys.

## RED FUNNEL

At the start of February the Southampton-based operation was running a single-vessel passenger service to West Cowes with Red Jet 7 (2018/363gt). Red Jet 6 (2016/636gt) was away for annual refit and Red Jet 4 (2003/342gt) missed several days of operations following a problem with the waterjet housing.

One of Red Funnel's larger passenger and vehicle vessels, Red Osprey (1994/3,953gt), running to East Cowes, missed sailings on 14 February following an MCA inspection. Then, to allow repairs to the after main Wärtsilä engine of Red Falcon (1994/3,953gt), three round trips were cancelled on 12 February. The lengthy absence of Red Eagle (1996/3,953), which was being refitted at Falmouth, also caused problems, with the MCA having to be asked to extend the certificates of Red Osprey and Red Falcon whose own overhauls had to be delayed.

## HOVERTRAVEL

Bad weather hit Hovertravel's Southsea crossings from the beach close to ,Clarence Pier to Ryde Beach as 2023 began, although two additional late-night services were offered for followers of Portsmouth football club returning to the Isle of Wight after a game during the preceding festive period.

Blustery weather in January delayed the start of crossings on several days for what is the world's only year-round hovercraft service. Further bad weather saw Solent services suspended until the 1715 departure from Ryde on 13 March. Crossings were lost the next day due to technical problems.

## BLUE FUNNEL

In January Southampton-based Blue Funnel Cruises issued a press statement saying that negotiations were continuing with a party interested in taking over operation of the Hythe Ferry running across Southampton Water.

Crossings are usually covered by the 166-passenger catamaran Hythe Scene (1992/66gt), but the regular Saturday trip to Portsmouth did not run on 12 February due to maintenance work at Blue Funnel's West Cowes base.

Blue Funnel fleet member Jenny Lee was chartered by the IOW Council to provide crossings of the Medina during March while Floating Bridge No.6 was undergoing MCA inspection and annual refit.

Red Eagle and Red Jet 6 have both been missing recently. ANDREW COOKE

The 166-passenger catamaran Hythe Scene has undergone maintenance work lately. NICHOLAS LEACH

# Cruise ships connecting to shore power

The 2011-built AIDAsol at the Altona Cruise Terminal in Hamburg. WILLIAM MAYES

## INDUSTRY NEWS

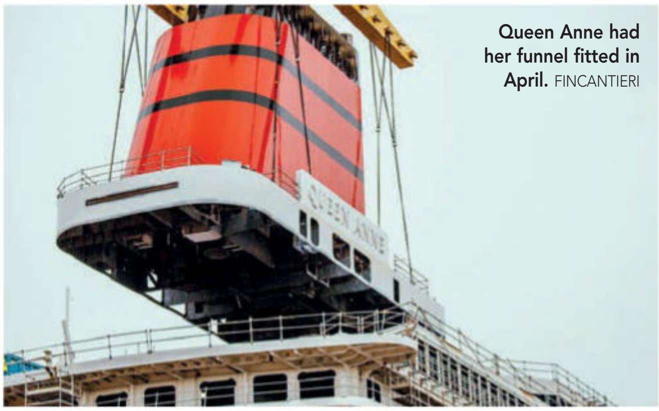
A leader in the push towards cleaner cruising, Aida Cruises' ships are connecting to shore power more often, when it is available. On a recent cruise, tests were carried out at a new shoreside power facility at Aarhus, Denmark's first such installation, when AIDAsol was successfully connected to the shoreside electricity supply.

The Aarhus power connection is expected to be formally opened in the summer. Aidasol also connected at Warnemünde, Kristiansand and the Altona terminal in Hamburg. In Warnemünde, for the first time, two ships connected to shore power at the same time, with Aidamar occupying an adjacent berth.

Another port gearing up to reduce ship emissions is Kiel, where the port authority is hoping to connect a third of this year's 200+ cruise ships calling to the local power supply.

Other ports aiming to follow suit include Helsinki, Copenhagen and Stockholm, with the latter inaugurating a facility at its Stadsgården terminal later this year. Several ports are already equipped to power cruise ships, particularly on the west coast of the USA, including Juneau, Alaska and Los Angeles. Other ports in Europe include Bergen and Southampton (Horizon and Mayflower terminals).

It is estimated that around 40 per cent of the cruise ships currently in service and almost all of those on order have the capability to accept a shoreside power connection. Connecting a ship to shore power is said to reduce carbon dioxide emissions by two thirds.


Queen Anne had her funnel fitted in April. FINCANTIERI

# Funnel fitted to Queen Anne

## CUNARD

The construction of Cunard's Queen Anne reached a significant milestone on 14 April, when the funnel was lowered onto the ship at Fincantieri's Marghera shipyard near Venice. Based on Holland America's Pinnacle class, she will enter service in May 2024. With passengers ready to embark at Southampton, Cunard Line cancelled a transatlantic round trip on Queen Mary 2 which was due to leave on Sunday 23 April, citing a technical problem that needed to be resolved before sailing. The ship had arrived in Southampton the previous day, earlier than scheduled, in order to assess the problem, details of which have not been announced.

# Arvia named

## P&O CRUISES

The latest addition to the P&O Cruises fleet, Arvia, was named on 16 March at Bridgtown, Barbados by singer Nicole Sherzinger. The ship sailed on her maiden voyage on 23 December 2022, but during the first cruise some IT issues were experienced, particularly in relation to restaurant bookings.

Arvia, sister to Iona, which was delivered in October 2020, will spend her first season sailing in the Caribbean, and the beachside naming ceremony was said to be a first in terms of such events.

▲ Arvia passing Calshot outbound from Southampton to the Mediterranean on 2 April. PAUL GREEN

## NEWS IN BRIEF

**SUNSTONE SHIPS** The sixth ship in the X-Bow series being built for Sunstone by China Merchants Heavy Industries shipyard in Haimen was delivered on 20 April. The 8,181gt Ocean Albatros is on year-round charter to Albatros Expeditions. The seventh and final ship in this series is due for delivery in 2025.

**EXPLORA JOURNEYS** MSC-owned Explora Journeys is set to introduce its first ship, the unimaginatively named Explora I in July, following her naming ceremony in Civitavecchia on 8 July. The Explora concept is based on the Yacht Club, to be found on MSC Cruises' newer large ships. The 930-passenger, 64,000gt Explora I has now completed sea trials and is undergoing final fitting-out at Fincantieri's Monfalcone yard.

**COSTA CRUISES** Costa Firenze recently completed a five-month season based in Brazil and has now returned to Europe for a final season with Costa, prior to being transferred to Carnival Cruise Line early next year. After refit, she will introduce the 'Carnival Fun Italian Style' to the US West Coast, where she will based at the Port of Long Beach later in 2024 as Carnival Firenze.

**PEACEBOAT** The organisation's latest ship, Pacific World, formerly Princess Cruises' Sun Princess, entered service in April with a 108-day world cruise commencing in Yokohama. She replaces Ocean Dream and Zenith (which never entered service for Peaceboat), both of which have now been scrapped.

**SWAN HELLENIC** Swan Hellenic took delivery of SH Diana from the Helsinki Shipyard on 31 March, and its newest and largest ship passed through the Kiel Canal on 5 April. Her inaugural ten-night expedition cruise departed Lisbon on 25 April and called at ports in Spain, France, Belgium and the Netherlands.

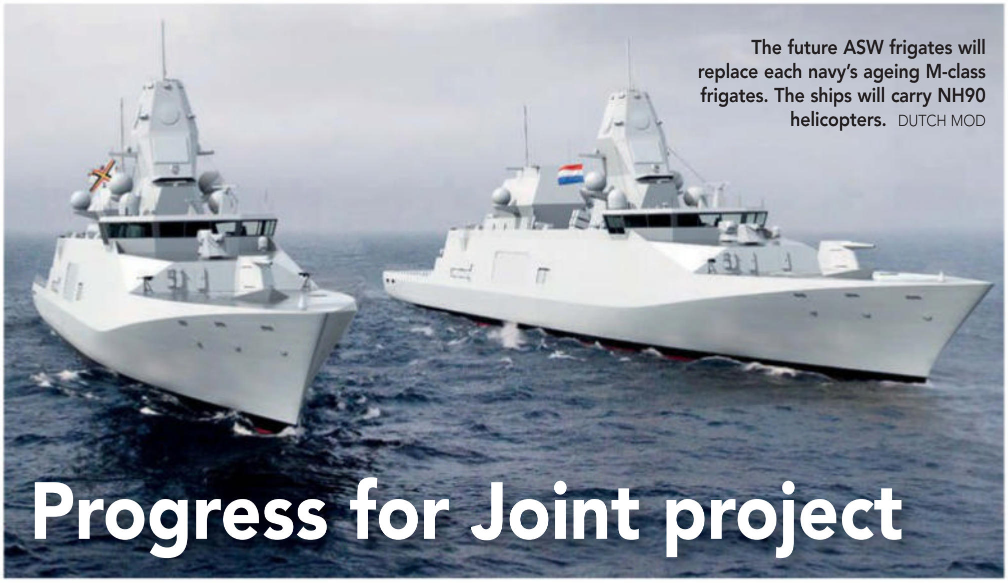
## NEWS IN BRIEF

**ROYAL NAVY** Construction of the future HMS Birmingham, the first Batch 2 Type 26 frigate, got under way on 4 April with a steel-cutting ceremony at Govan. The second batch of ships is to be built much more quickly and cheaply than the first, partly due to the construction of a new 175m by 85m shipbuilding hall on reclaimed land. All eight City class frigates are scheduled to be completed by the mid-2030s.

**ADF** The Australian Government has followed the UK's example of procuring an offshore support vessel from the commercial sector to help protect underwater infrastructure and the development of robotic and autonomous underwater systems. After a selection process led by an independent broker, the Norwegian-flagged Normand Jarl was purchased from Solstad Offshore for AU$110 million. The 7,400-tonne OSV will be renamed Australian Defence Vessel (ADV) Guidance.

**ROYAL NAVY** HMS Audacious has returned to her base on the Clyde on completion of a 363-day Mediterranean deployment, the longest ever undertaken by an Astute class submarine. The RN's newest operational nuclear-powered submarine, which is designed to deploy for extended periods without support, operated largely unseen in the eastern reaches of the Mediterranean, spending 95 days under NATO command in support of the alliance's efforts to combat people-smuggling.

**RUSSIAN NAVY** The first-of-class Project 677 (Lada class) diesel-electric submarine RFS Sankt Petersburg is to be scrapped. The prototype of the follow-on to the successful Project 636 (Kilo class) was only commissioned in 2010, but its performance has proved so unsatisfactory and costly to rectify that it has been written off. Subsequent boats of the class have been extensively redesigned to address a multitude of shortcomings. The second and third units are currently under construction.



The future ASW frigates will replace each navy's ageing M-class frigates. The ships will carry NH90 helicopters. DUTCH MOD

# Progress for Joint project

## NL/BELGIUM

The Dutch and Belgian navies are set to take delivery of the first of their jointly developed Anti-Submarine Warfare Frigates in 2029 and 2030 respectively, following approval of the standard equipment fit and budget for their procurement by both defence ministries. The four ships are to cost around €1 billion each.

Displacing around 6,400 tonnes, the ships have has grown in size from the original concept to accommodate a higher degree of shock resistance and improved underwater noise performance. With a primary Anti-Submarine Warfare role, they will also provide escort protection for ships conducting amphibious and mine warfare operations.

Their standard weapons fit will include Naval Strike Missile anti-ship and Evolved Sea Sparrow Missile (ESSM) Block 2 surface-to-air missile systems, Rolling Airframe Missiles (RAM) and Raytheon Mk.54 torpedoes, along with a 76mm main mounting and two 40mm remote-controlled weapon systems. Thales Netherlands will equip the frigates with an integrated fire and radar control system.

# RN retires 'sunset platforms'

## ROYAL NAVY

The arrival of spring has brought the end of service for two more Royal Navy warships. HMS Enterprise was decommissioned at Portsmouth on 30 March, followed a few weeks later by HMS Montrose on 17 April.

The Plymouth-based Type 23 returned to Devonport in December last year after a four-year stint forward-deployed to the Arabian Gulf. After a 29-year-career, the frigate was afforded a farewell visit to her namesake town in north east Scotland. Curiously, she entered Portsmouth flying a paying-off pennant, only to sail again the following week for operational tasking. As a general-purpose frigate, she will be replaced by one of the five Type 31 Inspiration class frigates under construction in Rosyth.

HMS Enterprise's RN service ended after only 20 years. The hydrographic survey ship follows sistership HMS Echo into an early retirement, largely to save money.

HMS Montrose's 'penultimate' entry into Portsmouth on 17 March. MARITIME PHOTOGRAPHIC

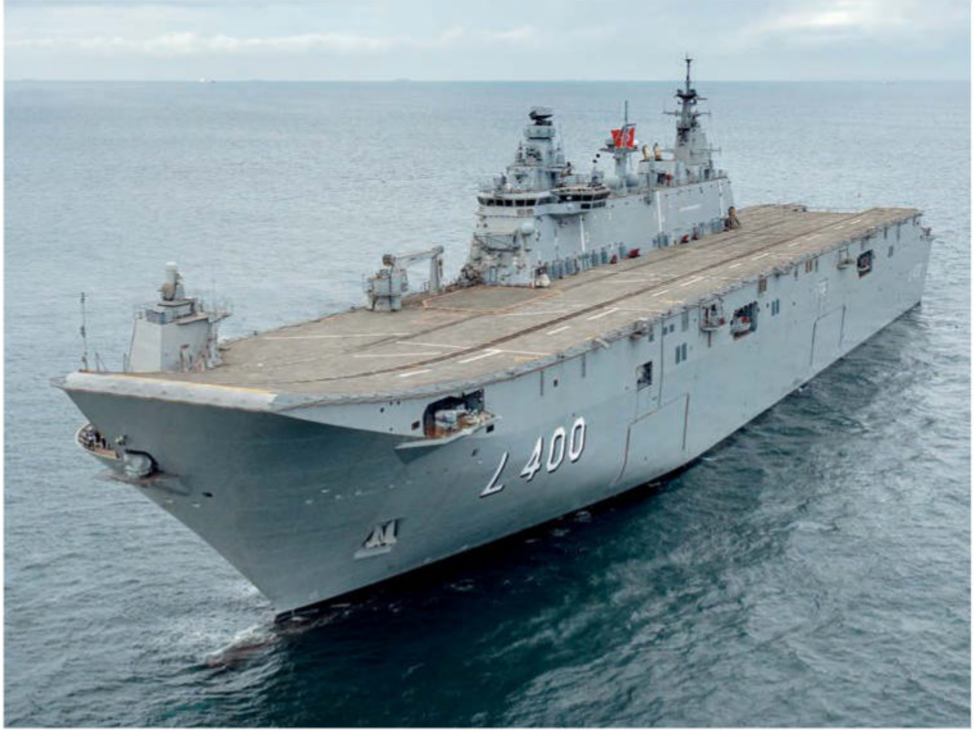
# RFAs renamed

## ROYAL FLEET AUX

The two offshore support vessels purchased for new specialist roles with the Royal Fleet Auxiliary have been renamed Proteus and Stirling Castle. RFA Proteus, which will carry out Multi-Role Ocean Support (MROS) tasks monitoring seabed infrastructure, has already been painted grey at the Cammell Laird shipyard and received the pennant number K60.

RFA Stirling Castle (M01), which will act as a forward operating base deploying Mine Countermeasures Maritime Autonomous Systems (MCM MAS), drones and other unmanned systems, will retain her blue-and-white paint scheme for now. Both ships are to be operated by dual crews of around 25 RFA personnel working alongside double the number of Royal Navy specialists and civilian contractors. They will work a shorter 36-day on, 36-day off routine rather than a typical four-month deployment. Both ships are due in service by late summer.

# Turkish delight after setback



## TURKISH NAVY

The Turkish Navy has a new flagship following the commissioning of its largest vessel ever on 10 April. The amphibious assault ship TCG Anadolu (L400) is also Turkey's first landing helicopter dock. Based on Navantia's Juan Carlos I design, the ship was built by the Istanbul-based Sedef shipyard and is reported to contain 70 per cent domestic content.

It was originally intended that F-35 fighter jets would be operated from the ship. However, that changed when Turkey was removed from the multinational Joint Strike Fighter programme for purchasing S-400 air defence systems from Russia.

The LHD, similar to those operated by Australia and Spain, will instead deploy squadrons of TB-3 Bayraktar or Kızılelma unmanned combat aerial vehicles and Hürjet light-attack aircraft, all of which are under development, and a range of helicopters. Later the same day, the Turkish President also attended a steel-cutting ceremony for the start of construction of three more I-class anti-submarine warfare frigates.

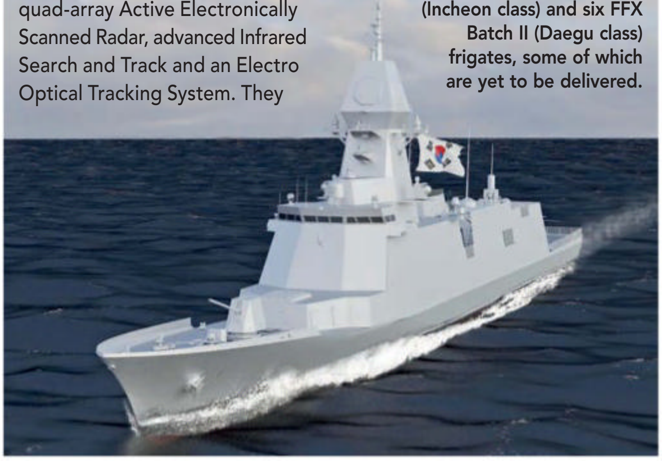
# Chungnam style for RoK

## SOUTH KOREAN NAVY

The first FFX Batch III ship for the South Korean Navy was launched at HHI's Ulsan shipyard on 10 April. The future ROKS Chungnam (FFG-828) is the first of six Chungnam class ships that feature a host of technological advances over earlier ships.

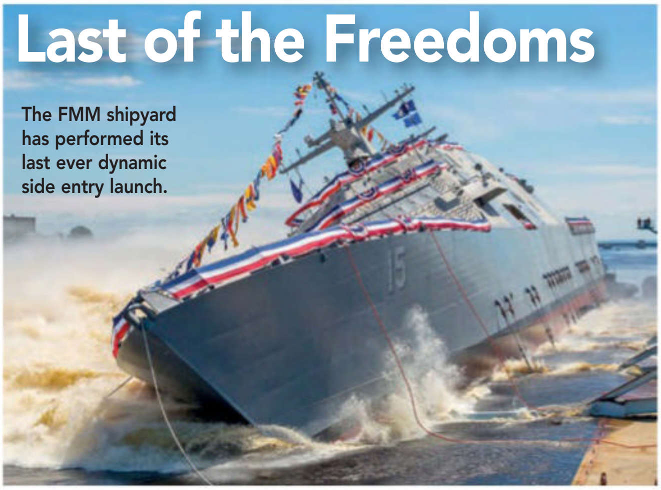
The main upgrade is the addition of an integrated mainmast, which houses a quad-array Active Electronically Scanned Radar, advanced Infrared Search and Track and an Electro Optical Tracking System. They are also the first RoK ships to be equipped with the indigenous LIG Nex1 CIWS-II, a 30mm Gatling gun similar to the Dutch Goalkeeper.

Six Batch III frigates are to be produced by 2027, with the next three to be built by SK Oceanplant. A shipyard for the final pair has yet to be allocated.



**The FFX Batch III ships will test new combat systems destined for the future KDDX destroyer. The ROK Navy operates six FFX Batch I (Incheon class) and six FFX Batch II (Daegu class) frigates, some of which are yet to be delivered.**

# Last of the Freedoms



**The FMM shipyard has performed its last ever dynamic side entry launch.**

## US NAVY

The latest side-entry launch at the Fincantieri Marinette Marine shipyard was an even more dramatic spectacle than usual, when the tug and gravity-assisted method went awry, almost causing the future USS Cleveland (LCS 31) to land on top of the tug.

The milestone event on 15 April was the last time a ship would dynamically enter the water at the Wisconsin shipyard, as future ship launches are planned to take place using a new ship-lift system. The fourth warship to be named after the city in Ohio is the 16th and also the last Freedom class variant Littoral Combat Ship (LCS) to be built.

The earliest hulls of both Freedom and Independence types are already being decommissioned in favour of more battle-hardy hulls, namely Constellation class frigates. Fincantieri Marinette Marine is thus far contracted for three ships, with the keel-laying ceremony for the first planned to take place in August 2023.

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## NEWS IN BRIEF

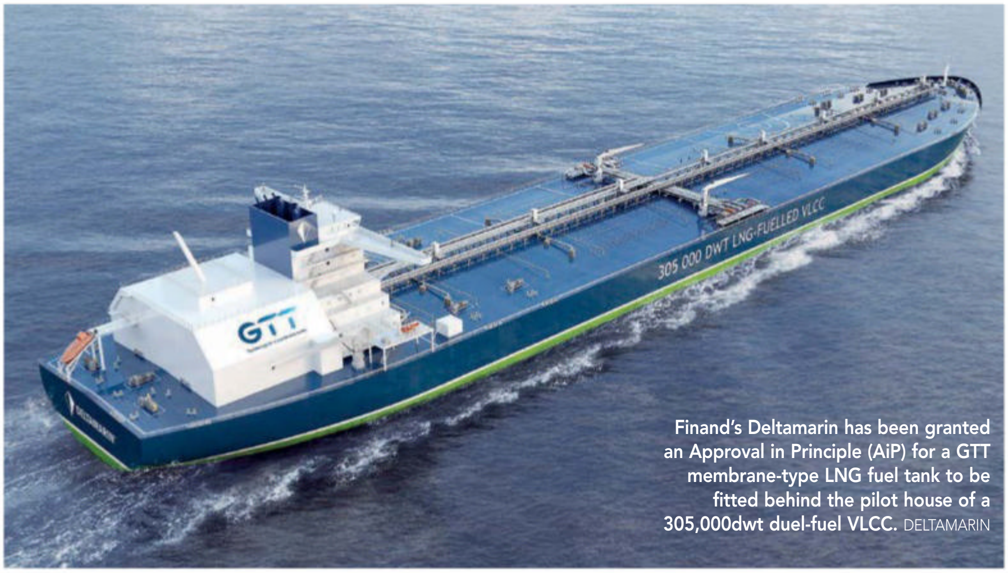
**CMA CGM BUYS SECOND-HAND** France-based CMA CGM has purchased three second-hand container ships in recent months, including the 6,880TEU Amolliani for $61 million, the 9,953TEU CMA CGM Palleas for $52.5 million and the 4,254TEU Spirit of Lisbon for $22 million, bringing its fleet to 593 vessels.

**EUROSEAS SELLS** Greek shipowner Euroseas has sold its 2001-built post-Panamax container ship Akinada Bridge to undisclosed buyers for $14.2 million, leaving it with a fleet of 17 vessels, comprising ten feeder ships and seven intermediate sized vessels.

**BOSKALIS ASSISTS** As part of the Stop Red Sea Spill project, co-ordinated by the United Nations Development Programme, Boskalis have been contracted to assist with the removal of a million barrels of crude oil from the decaying Floating Storage and Offloading (FSO) tanker Safer, which is nine kilometres off the Yemen coast. The Dutch company will deploy the multipurpose support vessel Ndeavor to Djibouti ahead of the project. The work will begin with initial inspections of the 1976-built FSO's structure and tanks, ahead of the vessel being used to assist with the pumping operation, which will see the cargo transferred to the former Euronav VLCC, Nautica, which has been prepared for the work in a Chinese yard. Once the oil has been discharged, Ndeavor will support tank cleaning of the 362m vessel, which was built as Esso Japan, before Safer is towed to a scrap yard for green recycling. KA

**K LINE ORDERS PCTCS** Japan's Shin Kurushima Toyohashi Shipbuilding Co has been contracted to build two 6,900 CEU pure car and truck carriers (PCTCs) for compatriot operator Kawasaki Kisen Kaisha (K Line) for delivery during 2025. JS

# VLCC design with membrane LNG tank



**Finand's Deltamarin has been granted an Approval in Principle (AiP) for a GTT membrane-type LNG fuel tank to be fitted behind the pilot house of a 305,000dwt duel-fuel VLCC.** DELTAMARIN

## TANKER

In a shift away from deck-mounted cylindrical tanks for LNG storage, Finland's Deltamarin and GTT of France have designed a 305,000dwt LNG-fuelled Very Large Crude Carrier (VLCC) that would make use of a 12,500$m^3$ capacity GTT membrane-type LNG tank fitted behind the pilot house.

The design has received an Approval in Principle (AiP) from the classification society ClassNK, which means that the onboard integration of a membrane fuel tank is technically feasible on an LNG-fuelled tanker and that it would meet all safety regulations. The new design, which does not reduce cargo volume, as would be the case with an internally-fitted membrane tank, also offers an engineering solution that complies with the environmental regulations adopted by the International Maritime Organization (IMO). JS

# Cosulich still active in shipping

VENTURE OCEAN

▲ **The 2015-built bulker Venture Ocean has been purchased by Italy's Fratelli Cosulich Group for charter to Lauritzen Bulkers under the name Saturnia. Cosulich currently operates a fleet of 15 ships.** T AURIN

## BULKER

Italy's Fratelli Cosulich Group has purchased the handysize bulk carrier Venture Ocean from Japan's Doun Kisen and renamed the 38,947dwt vessel Saturnia for charter to Denmark's Lauritzen Bulkers. The Cosulich and Saturnia names evoke memories of the older Cosulich Line, which operated the passenger liners Saturnia and Vulcania between Italy and North America, and the smaller Oceania and Neptunia between Italy and South America in the 1930s.

However, the Cosulich Line, along with all other Italian shipping lines, was nationalised in 1935 and it was only after World War II that a new company, Fratelli Cosulich (Cosulich Brothers), could be established by the Cosulich family. Although more diversified than the older undertaking, Cosulich still remains active in the shipping sector. JS

# Uni-Tankers grows

## TANKER COMPANY

Danish tanker specialist Uni-Tankers has announced a large expansion of its fleet of stainless steel ships. The 12,500dwt Marex Noa, built in 2015, will be joining the Middelfart-based company's fleet in May, and will operate as Jutlandia Swan.

Two further vessels will be added, as Snow Ploeg and Summer Ploeg are taken on long-term charter. The 20,000 dwt vessels, completed in 2016 and 2017, will operate for Uni-Tankers as Swan Atlantic and Swan Pacific. The operator has also agreed to take Marex Nina and Marex Mia from the same owner as that of Marex Noa, on long-time charter. KA

▲ **The tanker Lessow Swan (2008) in the Dover Straits.** KRISPEN ATKINSON

# CMA CGM boosts fleet with big order

French boxship operator CMA CGM is to follow its LNG-burning 216,900dwt CMA CGM Jacques Saadé, completed in 2020, with 16 more dual-fuel vessels. PORT OF HAMBURG

## CONTAINER SHIPS

CMA CGM of France has ordered 16 container ships from the China State Shipbuilding Corporation (CSSC), four of which will be of 23,000TEU capacity and twelve of 15,000TEU capacity.

The latter vessels, to be built by Jiangnan SB and Dalian SB, both part of CSSC, will incorporate dual-fuel engines capable of burning methanol, while the larger 23,000TEU vessels, to be built by Hudong-Zhonghua SB, will be powered by dual-fuel LNG burning engines.

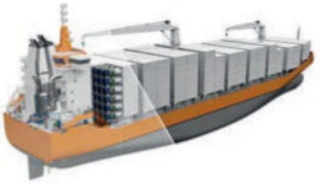
The combined order, valued at over $3 billion, is the largest single order for container ships ever placed in China. All 16 vessels are to be delivered in 2025-26 and may be followed by up to ten more LNG dual-fuel 23,000TEU ships, several of which could be built in South Korea. CMA CGM now has 96 container ships on order, most in the 13,000TEU to 23,000TEU range, and has invested over $10 billion to build 77 LNG-fuelled ships, of which 32 have been delivered. JS

# Carbon capture

## TECHNOLOGY

The idea of capturing carbon on ships rather than releasing it when fuel is burned is gaining interest and Finland's Wärtsilä has received its first order for carbon capture and storage-ready (CCS-ready) scrubber technology.

The CCS-ready scrubbers, each rated at 35MW, are to be installed on four 8,200TEU container vessels being built in Asia. They are termed 'CCS-ready' because, as part of their installation, Wärtsilä will perform additional design and engineering work to ensure that future retrofits of a full CCS system have been provided for during the ship's construction. JS



▲ Wärtsilä's carbon capture system would be installed within the funnel structure, with storage tanks mounted inside containers. WÄRTSILÄ

# Ellerman opens new service

▲ The 2002-built container ship Nova at Tilbury in January; she is to be used on a new service linking the UK with Poland. KRISPEN ATKINSON

## FEEDER SERVICES

London-based Ellerman City Liners is introducing a new container service, connecting British ports with Poland. The company is deploying the 966TEU-capacity feeder container ship Nova on its IPEX service, which calls weekly at Teesport, Tilbury and Gdynia.

Originally offering services from China and Vietnam to the UK in late 2021, the company maintains two other services: the USA Express route, which connects Tilbury, Bilbao, Antwerp, Rotterdam and Hamburg with New York, Jacksonville, and Wilmington; and the INEX service, which was operated by Nova and links Cadiz, Setubal and Aveiro with Tilbury, Teesport and Rotterdam. KA

# More second-hand ships

## CONTAINER SHIPS

The Mediterranean Shipping Company (MSC) is continuing its buying spree, centred around second-hand tonnage, by acquiring six additional vessels over the past several months. These include the 8,144TEU Maersk Surabaya, 5,570TEU Maersk Yamuna and the 5,364TEU twins Ever Unific and Ever Uberty, both of which had been expected to go for scrap. The purchases bring the combined MSC fleet up to 743 vessels with an aggregate capacity of 4.84 million TEU. JS

▲ Completed by South Korea's Daewoo Group in 2006 as Santa Laura for Germany's Offen Reederei, the 108,350dwt Maersk Surabaya is one of six second-hand ships recently purchased by MSC. DAVE VAN SPRONSEN

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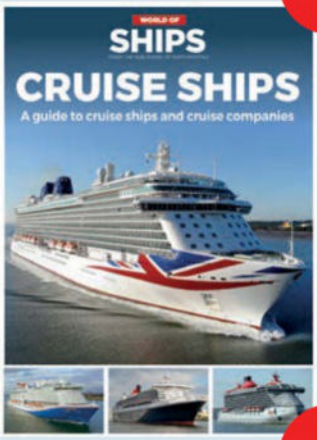
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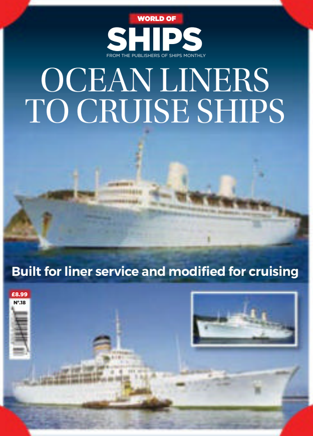
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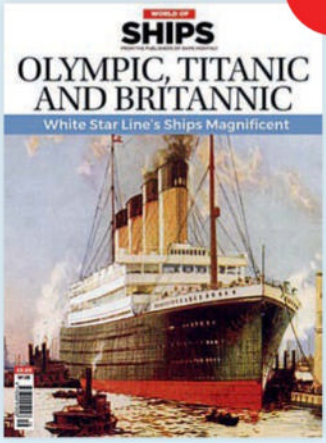
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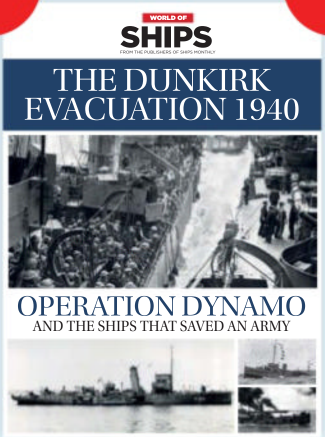
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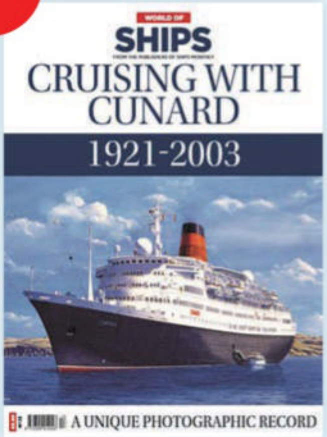
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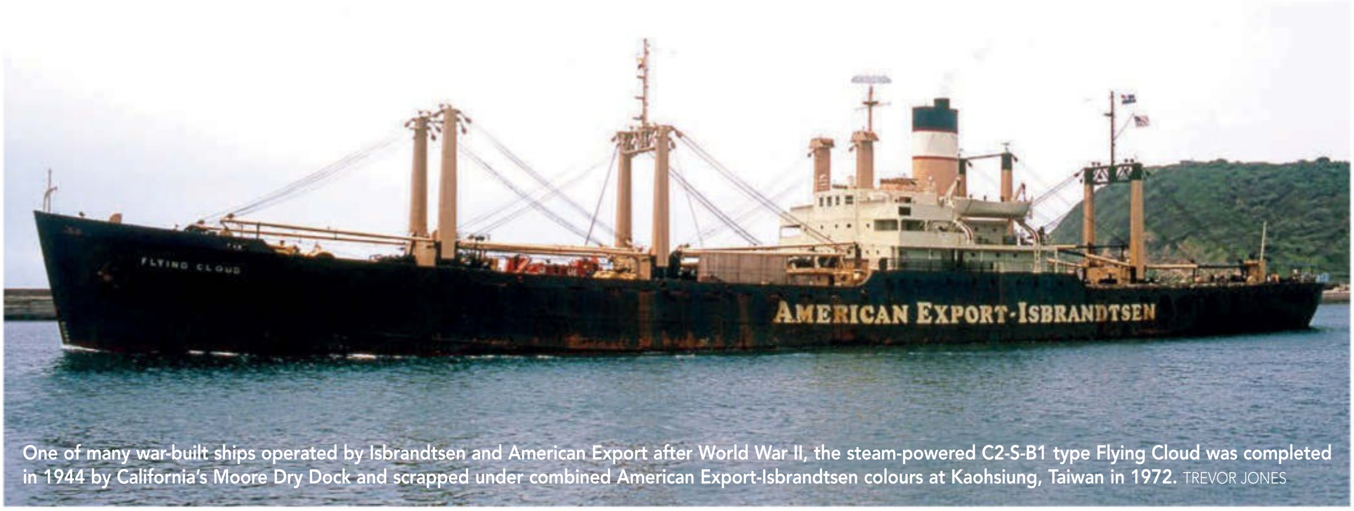
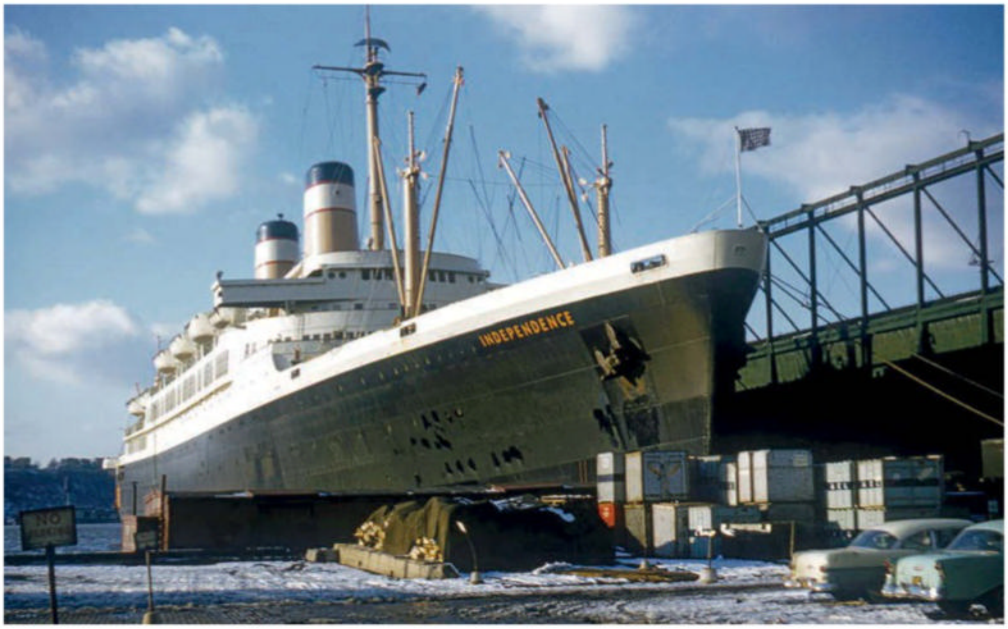
Jim Shaw

# Remembering American Export-Isbrandtsen Lines


One of many war-built ships operated by Isbrandtsen and American Export after World War II, the steam-powered C2-S-B1 type Flying Cloud was completed in 1944 by California's Moore Dry Dock and scrapped under combined American Export-Isbrandtsen colours at Kaohsiung, Taiwan in 1972. TREVOR JONES


▲ Seen in wintertime New York City prior to the Isbrandtsen-American Export merger, the 23,719grt American liner Independence was completed by the Bethlehem Steel Corp yard at Quincy, Massachusetts in 1951 and dismantled at Gopnath, India during 2010-11 after going aground. H. STOTT

▲ **American Export-Isbrandtsen Lines' 6,534grt Exiria, launched just two weeks after the attack on Pearl Harbor, was one of several 'Friendship Food Ships' that transported food from the US to Europe shortly after the end of World War II, and survived until broken up in Spain in 1968.** H. STOTT

Next year will mark the 80th anniversary of the formation of the Isbrandtsen Steamship Company in the United States, later to be combined with the earlier established American Export Lines to create American Export-Isbrandtsen Lines in 1964. Hans Isbrandtsen, who first came to the United States in 1914, joined forces with his cousin, A.P. Møller, who later established Mærsk Line, to form the Isbrandtsen-Moller Company at New York in 1919.

A decade later the firm signed an agreement with the Ford Motor Corporation to transport auto parts and general cargo from the US to Japan, China and the Philippines. Although this business grew, it was impacted by World War II, and in 1943 the joint venture with A.P. Møller was terminated. Hans Isbrandtsen then formed the Isbrandtsen Steamship Co, while Møller and his son, Mærsk Mc-Kinney Møller, founded the Interseas Shipping Company, predecessor to the Moller Steamship Co, and eventually became the US agent for the 1928-established Mærsk Line.

Isbrandtsen went on to build up his company with surplus war-built tonnage until it had become the largest independent and non-subsidised steamship company in the US by the time of his death in 1953. His son, Jakob, then took over the company and in 1960 purchased a controlling interest in the 1919-established American Export Lines, later merging the two firms to form American Export-Isbrandtsen Lines in 1964.

In 1973 the American Export-Isbrandtsen merger was dissolved, and Jakob Isbrandtsen then returned to the ship-chartering and maritime arbitration business while American Export, troubled financially, was bankrupt by 1977. Its remaining assets were taken over by New York-based Farrell Lines and most of its older ships retired.

During their long existence, both Isbrandtsen and American Export operated a large number of ships, one of the most noteworthy being Isbrandtsen's 6,711grt freighter Flying Enterprise, which was famously lost in the North Atlantic in 1951, while American Export operated the four cargo-passenger liners Excalibur, Excambion, Exeter and Exochorda, known as the 'Four Aces', before the war and repeated the names with a second series of 125-passenger combination ships after the war.

Also operated on the North Atlantic in the post-war years were the twin passenger liners Independence and Constitution, the latter chosen to transport Hollywood actress Grace Kelly to the Mediterranean in 1956 to wed Prince Rainier of Monaco.

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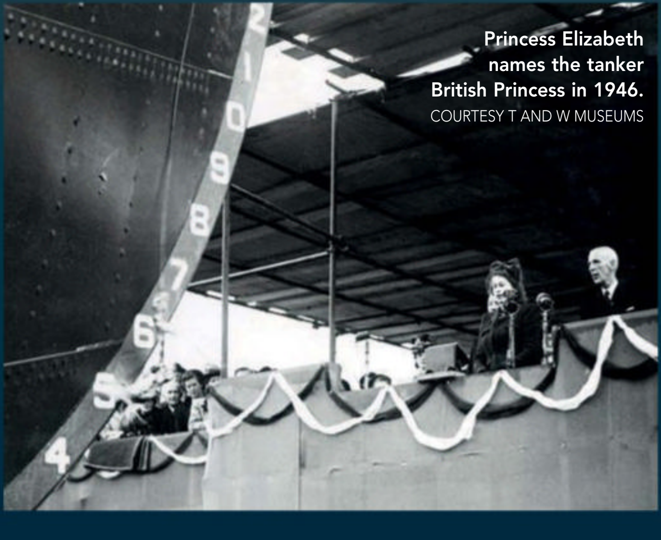
# "I NAME THIS SHIP"

**Alan Moorhouse provides an overview of the cruise ships, passenger liners, warships and other vessels named by the late Queen Elizabeth II during her long reign as Monarch.**


Princess Elizabeth names the tanker British Princess in 1946.
COURTESY T AND W MUSEUMS

The passing of HM Queen Elizabeth II on 8 September 2022, so soon after the celebrations of her Platinum Jubilee marking 70 years as head of the UK and the Commonwealth, prompted a focus on the regal associations with the Royal Navy and the merchant marine, and the many ships, boats and craft associated with Her Majesty. That association is probably best highlighted by the formal launch and naming ceremonies of new vessels.

The Queen christened 24 ships during her lifetime, first as Princess Elizabeth and then when she was monarch. The list includes passenger liners, cruise ships, Royal Navy warships, research vessels, tankers and RNLI lifeboats.

The naming of ships has been one of the duties of members of the Royal family since the christening of HMS *Prince Royal* by the Prince of Wales in 1610. But the tradition was taken to new heights by HM Queen Elizabeth. As Princess Elizabeth, she was in attendance at the christening of RMS *Queen Mary* on the river Clyde on 26 September 1934 when Queen Mary of Teck, supposedly to the delight of her husband, King George V, named the vessel after the country's most famous Queen, his wife.

There is a belief that Cunard actually intended to name the ship *Victoria*. This was at a time when John Brown's hull number 534 was a product, with a sistership, of the post Great Depression merger of Cunard Line with White Star Line.

Princess Elizabeth also attended the naming of RMS *Queen Elizabeth*, conducted by her mother in 1938, before

▲ The famous Cunard liner Queen Elizabeth 2, pictured at Southampton, was named by HM The Queen on 20 September 1967. The Queen launched the ship with the words 'I name this ship Queen Elizabeth the Second'. The following day, the New York Times and The Times printed the name as Queen Elizabeth II. However, when the liner left the shipyard in 1968 she bore the name Queen Elizabeth 2 on her bow.

the ship's completion and her wartime sprint to New York in all-grey for service as a troopship.

After the war, on 19 March, 1946, Princess Elizabeth christened the 36,800-ton Audacious class aircraft carrier HMS *Eagle* at Barrow-in-Furness. On 30 April 1946, watched by a crowd of 6,000 people, she named the merchant tanker *British Princess* (8,582 tons) for British Tanker Co Ltd at the Sir James Laing & Sons yard in Sunderland.

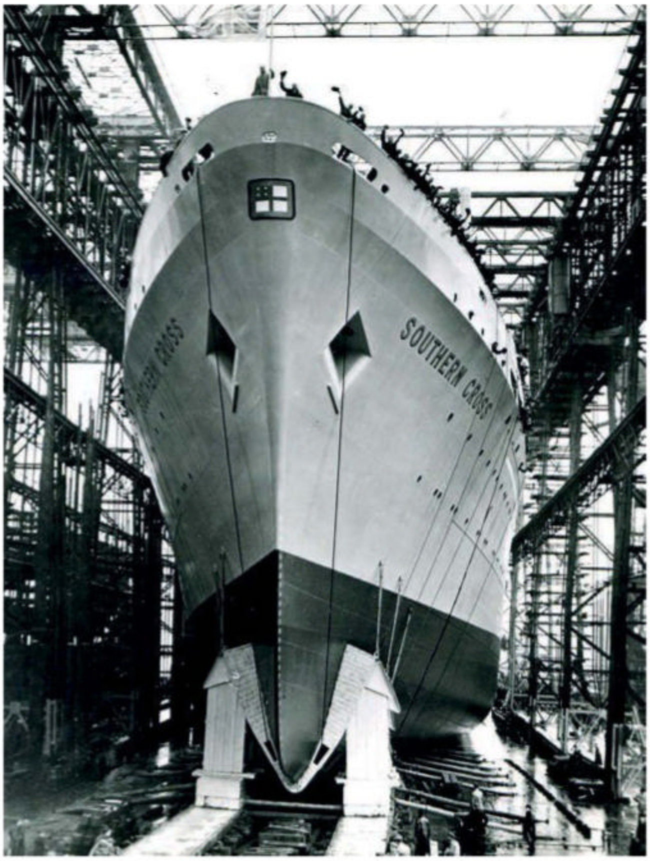
This was followed by the naming of the single-funnelled Cunard ocean liner RMS *Caronia* (34,183grt), nicknamed the 'Green Goddess' after her green hull and the trams of the city of Liverpool. The ceremony took place at Clydebank on 30 October 1947, and was the Princess's first major public engagement on her own account, with the new *Caronia* being one of the first passenger ships delivered since the end of the war. Princess Elizabeth was accompanied by her fiancé, Lieutenant Philip Mountbatten RN, and 30,000 people attended the launch.

## THE ROYAL YACHT

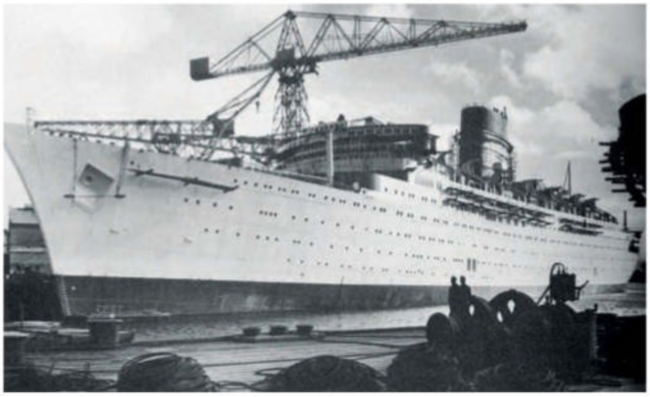
After ascending to the throne in 1952, following the death of King George VI, the Queen named the Royal Yacht HMY *Britannia* (5,769 tons) which gave great service to the Royal Family until she was retired as a museum ship at Leith in 1997. The christening took place before her Coronation, on 16 April 1953, at John Brown, Clydebank.

Also during the 1950s Her Majesty named two classic British liners; firstly, the Shaw Savill liner *Southern Cross* (20,204grt), with her innovative stern-located funnel and engines, launched in Belfast on 17 April 1954; and then Canadian Pacific Line's Liverpool to Canada liner *Empress of Britain*, which was named at Govan on the River

▲ Towards the end of World War II, on 30 April 1944, the young Princess Elizabeth named the 44,000-ton battleship HMS Vanguard in Clydebank, Glasgow.



▲ Launch of Shaw Savill's Southern Cross at Harland & Wolff, Belfast on 17 August 1954. NEWALL-DUNN COLLECTION



▲ Caronia outfitting at the John Brown Shipyard on Clydebank prior to her naming by HM The Queen.

▲ **HM The Queen meets Britannia on board the Royal Yacht Britannia.** MICHAEL GALLAGHER COLLECTION

Clyde on 25 June 1955.

During the 1960s HM Queen Elizabeth christened three significant ships. On 21 October 1962 she named Britain's first nuclear-powered submarine, HMS *Dreadnought*, at Barrow-in-Furness, and the first 100,000-ton supertanker, *British Admiral*, built for British Tankers Co Ltd, was named on 17 March 1965, also at Barrow.

The iconic *Queen Elizabeth 2* (70,327grt), which served with distinction as a transatlantic liner and cruise ship, and played a key role in the 1981 Falklands campaign, was named at the Clydebank shipyard of John Brown on 20 September 1967. The launch was remembered for the secrecy and last-minute revelation of the ship's name. The ship has had a static role as a hotel at Port Rachid in Dubai since 2008 .

During the last 25 years of the 20th century Queen Elizabeth II named the 16,000-ton aircraft carrier HMS *Invincible*, the Royal Navy fleet flagship and Falklands campaign veteran, on 3 May 1977. The British Antarctic Survey research vessel *James Clark Ross* (7,767gt) was named on 1 December 1990 at Swan Hunter, Wallsend, on the Tyne.

The 'Queen's Ship', HMS *Lancaster* (4,900 tons), was named on the river Clyde on 24 May 1990; the new Meyer Werft-built P&O cruise ship *Oriana* (69,153gt) at Southampton on 6 April 1995; and the Royal Navy amphibious assault ship HMS *Ocean* (21,500 tons) at Barrow on 20 February 1998.

During the last 20 years of Her Majesty's reign and during the first part of the 21st century, Queen Elizabeth II named four key ships. The Stephen Payne-designed cruise ship/transatlantic liner *Queen Mary 2* (148,528gt), built at St Nazaire, France, was delivered and subsequently named in Southampton on 8 January 2004. The ship is the largest in tonnage terms to have been named by the Queen.

## CUNARD LINERS

This was followed in 2010 by Cunard Line's new cruise ship *Queen Elizabeth* (90,901gt), which was named on 11 October. And, appropriately, the Royal Navy's new 70,000-ton aircraft carrier HMS *Queen Elizabeth*, which was assembled at Rosyth, was christened by her namesake on 4 July 2014 at the BAE Systems naval

▲ **The Cunard liner Queen Mary 2 was christened by HM The Queen in Southampton on 8 January 2004.** ALAN MOORHOUSE

▶ **The Royal Yacht Britannia in the Solent in August 1995. Launched on 16 April 1953, she was in service from 1954 until 1997.**

JAMES CLARK ROSS

▲ **The cruise ship Oriana at Cork in April 2010. Built in 1995, she was the first new ship commissioned for P&O Cruises.**

▶ **The polar supply and research ship RRS James Clark Ross was launched by HM The Queen on 1 December 1990.**

shipyard on the Firth of Forth.

The honour of being the last ship to be named by HM Queen Elizabeth goes to P&O Cruises' Fincantieri-built Royal class cruise ship *Britannia*. The 143,730gt ship was named at Southampton on 10 March 2015.

The naming of ships is also undertaken by members of other European royal families. Holland America Line's ships have often been named

## RNLI LIFEBOATS NAMED BY HM THE QUEEN

On ascending to the throne in 1952, the young Queen Elizabeth II took on many responsibilities, including being Patron of the Royal National Lifeboat Institution, a role held by every reigning British monarch since King George IV in the 1820s. HM Queen Elizabeth named five RNLI lifeboats during her reign:

- The Solent class lifeboat Royal British Legion Jubilee at Henley on Thames, 17 July 1972, funded to celebrate the Royal British Legion's 50th anniversary;
- The Waveney class lifeboat The Scout at Hartlepool on 14 July 1977, funded by The Scout Association;
- The Mersey class lifeboat Her Majesty The Queen at Ramsgate on 22 June 1992, funded by Police Constabularies in the UK;
- The Severn class lifeboat Richard Cox Scott at Falmouth on 1 May 2002, during her Golden Jubilee tour of the country;
- The Severn class lifeboat Sybil Mullen Glover at Plymouth on 23 July 2003, when The Queen was in Plymouth to present a new Colour to the Royal Navy.
- There are many other Royal connections to the lifeboat service, and In 2022 the RNLI honoured the late HRH Prince Philip, The Duke of Edinburgh's longstanding commitment to maritime services and a lifetime of support to Queen Elizabeth II by naming the new Wells-next-the-Sea lifeboat Duke of Edinburgh.

D COX SCOTT
Lifeboats
Royal National Lifeboat Institu
RNLI

**HM Queen Elizabeth II on board the Falmouth lifeboat.** COURTESY OF THE RNLI

## OTHER ROYAL CEREMONIES

Other passenger ships to have been named by members of the Royal family include the following.

- Queen Elizabeth's sister Princess Margaret named Union Castle Line's RMS Edinburgh Castle on 16 October 1947.
- Diana, Princess of Wales, named the cruise ship Royal Princess on 15 November 1984, and the nuclear submarine HMS Trafalgar at Barrow on 8 June 1997.
- The Duchess of Cambridge named the cruise ship Royal Princess of Princess Cruises at Southampton on 13 June 2013.
- Camilla, now Queen Consort to King Charles III, launched the nuclear submarine HMS Astute on 8 June 2007; the same year, on 7 December, she named Cunard's Queen Victoria; as Duchess of Cornwall she named Saga's Spirit of Discovery on 5 July 2019.

Duchess of Cambridge names the cruise ship Royal Princess.

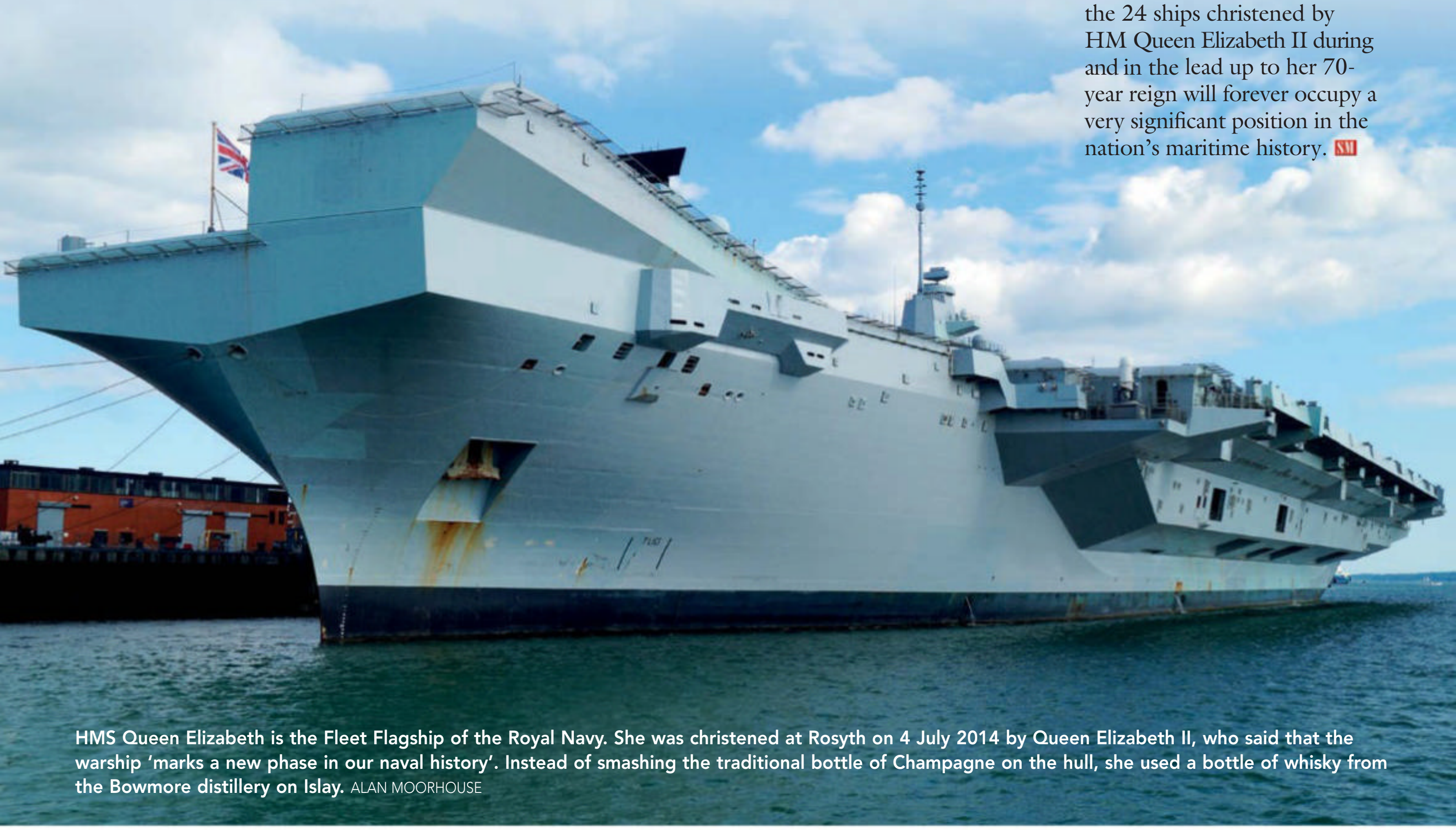
**The cruise ship Britannia arrives at Southampton on 6 March 2015; she officially entered service on 14 March 2015, and was named by Queen Elizabeth II.** NCHOLAS LEACH

**The cruise ship Queen Elizabeth at St Petersburg. The sixth Cunard ship to carry the name Queen, and the third Cunard Elizabeth, she joined the fleet in October 2010.** ALAN MOORHOUSE

by Dutch royalty: *Nieuw Amsterdam* was named in 1937 by Queen Wilhelmina; the 'Grande Dame' of HAL, *Rotterdam*, by Queen Juliana in 1958; *Eurodam* by Queen Beatrix in 2008; and *Koningsdam* by Queen Maxima in May 2015.

Princess Grace of Monaco christened the cruise ship *Cunard Princess* in 1977, and Queen Sonja of Norway named Royal Caribbean's Chantiers de l'Atlantique, France-built Sovereign class cruise ship, *Majesty of the Seas* in Miami in1992.

New ships will be built and people from all backgrounds will enjoy the honour of formally naming them. However, while future cruise ship namings by a particular individual are unlikely to numerically equal those undertaken by Sophia Loren for the Aponte family's MSC Cruises, the legacy of the 24 ships christened by HM Queen Elizabeth II during and in the lead up to her 70-year reign will forever occupy a very significant position in the nation's maritime history.



**HMS Queen Elizabeth is the Fleet Flagship of the Royal Navy. She was christened at Rosyth on 4 July 2014 by Queen Elizabeth II, who said that the warship 'marks a new phase in our naval history'. Instead of smashing the traditional bottle of Champagne on the hull, she used a bottle of whisky from the Bowmore distillery on Islay.** ALAN MOORHOUSE

The Maltese-flagged bulk carrier Hako in Algeciras anchorage on 10 October 2022, while she was on a voyage from Baton Rouge to Oran. She was built in 2014 by the Yangzhou Dayang Shipyard, China, to the Crown 63 design for Hako Maritime Ltd (GSD Denizcilik Gayrimenkul,, Istanbul). CHRIS BROOKS

HAKO
GSD Marin

# PICTORIAL

**Have you an outstanding photo that would grace our gallery? Send your image to Ships Monthly for inclusion in these pages, which showcase the best in ship photography around the world.**

The 2007-built Spliethoff-type ro-ro cargo vessel Genca (28,289gt) on the Thames, passing Gravesend, in April. She has a container capacity of 640TEU and freight capacity of 2,963 lane metres. FRASER GRAY

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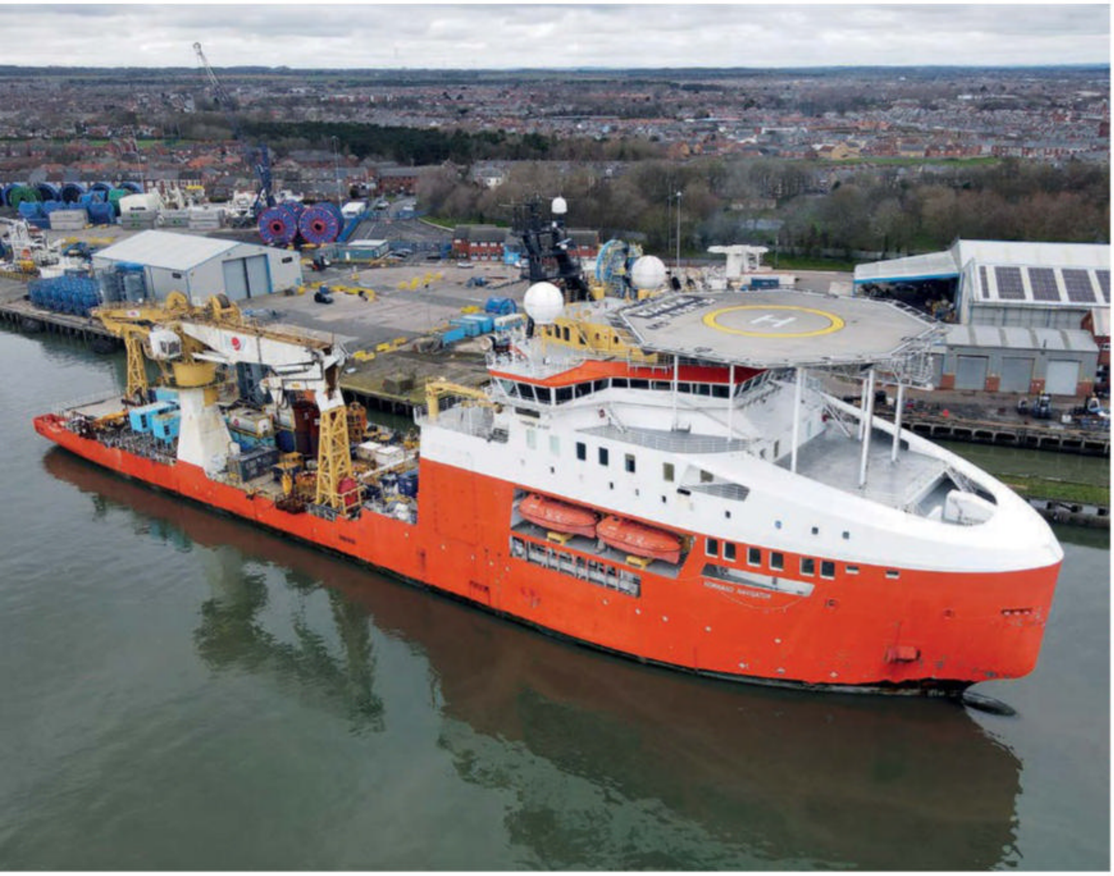
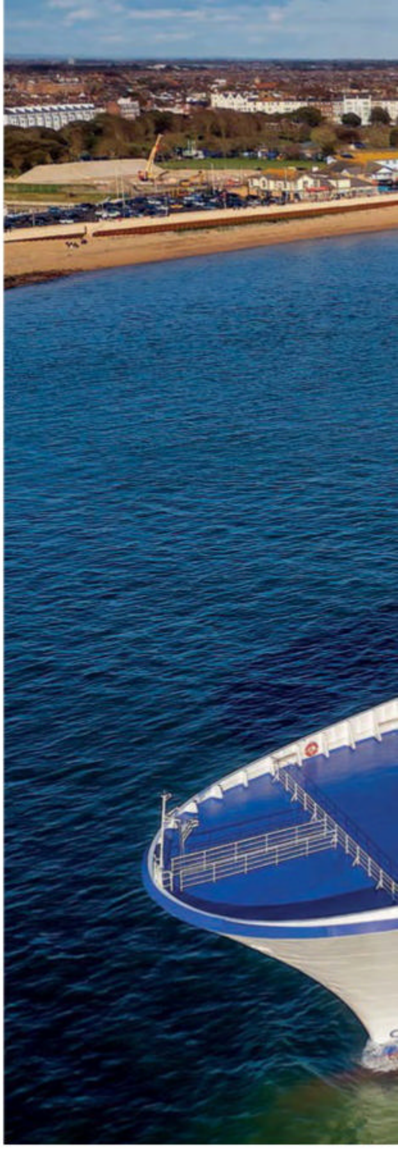
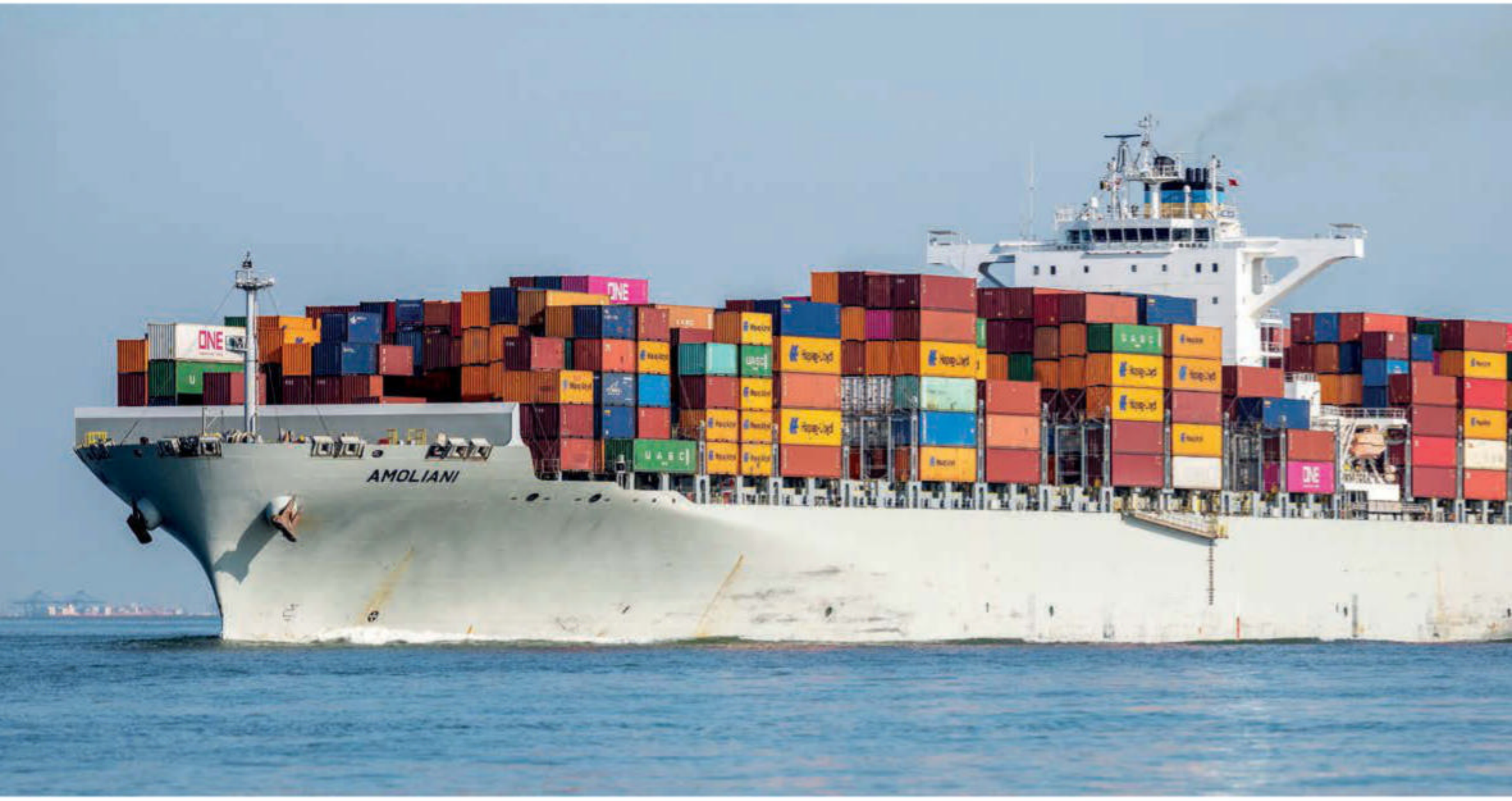
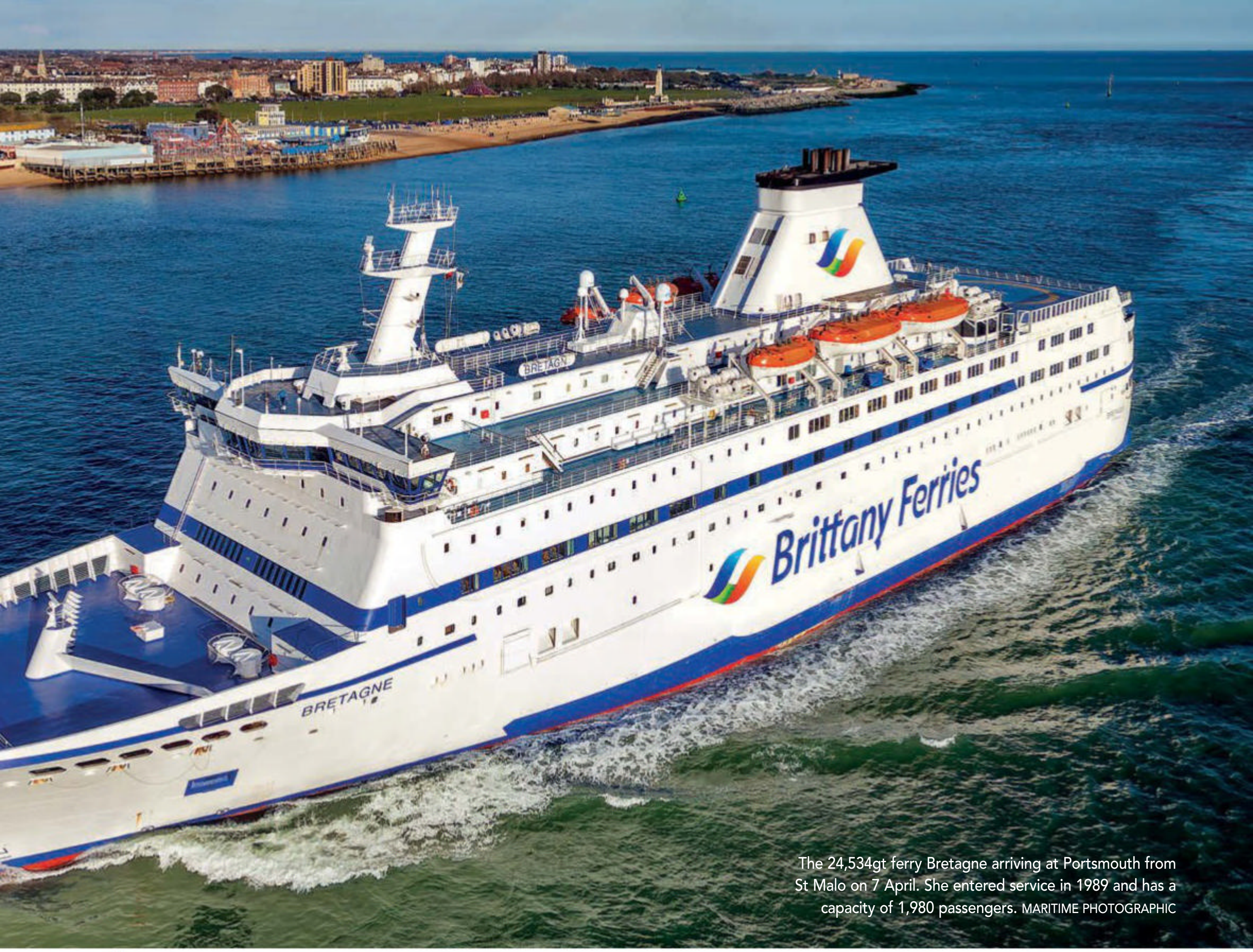




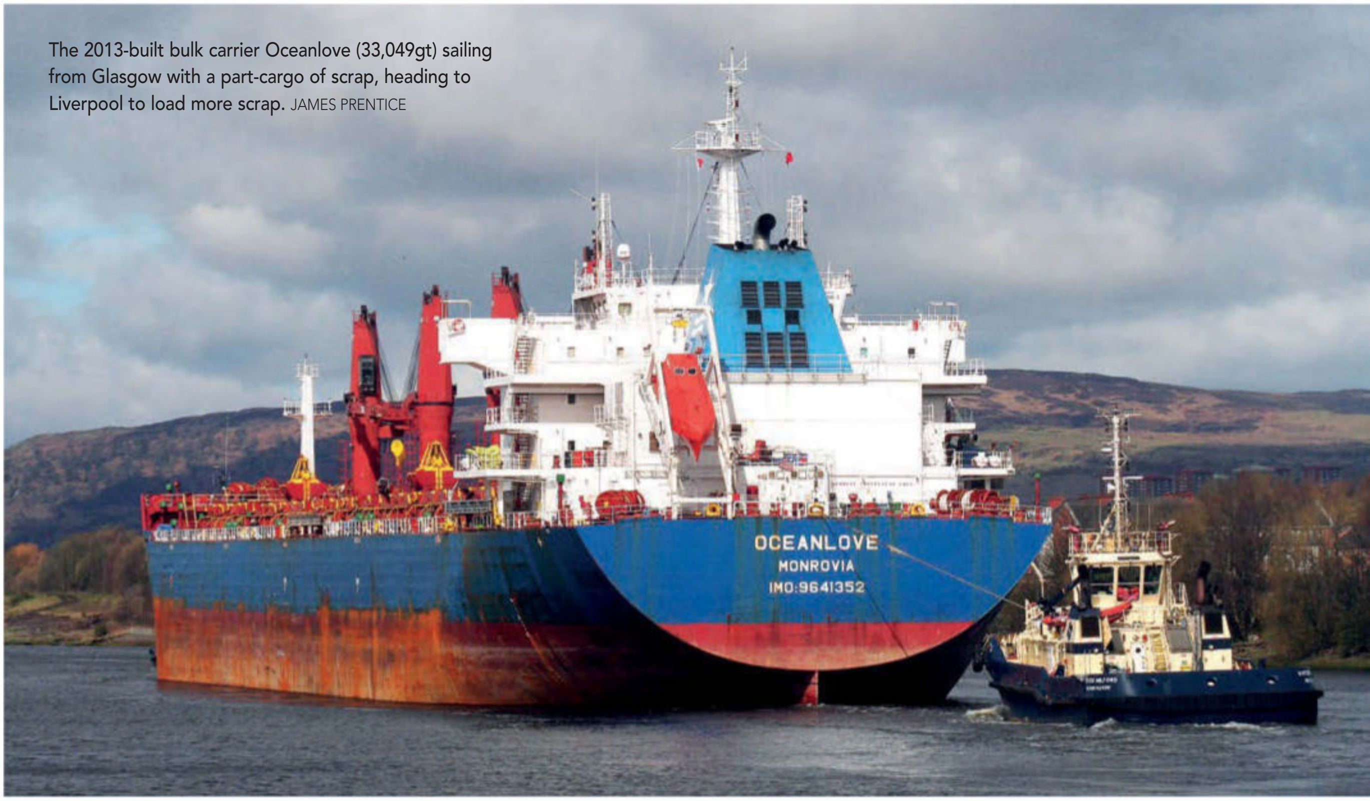
▲ The 2015-built subsea construction vessel Normand Navigator arriving at Blyth in Northumberland on 19 March. She is operated by Solstad Offshore and is currently employed in the renewables sector. EFAS

▼ The 71,000gt Hyundai 6700-type container ship Amoliani (ex-Maersk Elgin) on the Scheldt in September 2021. Built in 2013 by Hyundai Samho Heavy Industries, she is currently owned by Amoliani Maritime of Liberia. URBAIN UREEL




Brittany Ferries
BRETAGNE

The 24,534gt ferry Bretagne arriving at Portsmouth from St Malo on 7 April. She entered service in 1989 and has a capacity of 1,980 passengers. MARITIME PHOTOGRAPHIC


OCEANLOVE
MONROVIA
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The 2013-built bulk carrier Oceanlove (33,049gt) sailing from Glasgow with a part-cargo of scrap, heading to Liverpool to load more scrap. JAMES PRENTICE

# BAJA-BOUND

## TWO-WAY CROSSING OF THE SEA OF CORTEZ

**The ferries working the long crossings of the Sea of Cortez are operated by Baja Ferries. Tom Rinaldi went on board each of the two ships to experience what they offer.**

**Pride of the fleet: Mexico Star's sleek appearance recalls her past life, running a 26-knot coastal service in Japan.**

From the malecón (sea wall) in old La Paz, the comings and goings of two big passenger ferries, which serve the little port of Pichilingue 20km away, can just be made out. Situated on the west shore of the Sea of Cortez (also known as the Gulf of California), Pichilingue marks the western terminus of two routes linking the Baja California peninsula with the west coast of 'mainland' Mexico.

Both routes are maintained by La Paz-based operator Baja Ferries. The shorter northern route reaches 200km north east from Pichilingue to Topolobampo, an old fishing port near the larger mainland town of Los Mochis. The longer southern route, which is a 500km passage, runs southeast to Mazatlán, a busy industrial centre and resort town.

Last summer's travels took me once in each direction using Baja Ferries' two routes. We set out from Topolobampo, having arrived there after descending the Sierra Madre by train from Chihuahua in north central Mexico. Perched on a sheltered coastal promontory, Topolobampo is the most picturesque of the three ports, with colourful houses on a steep hillside overlooking a waterfront promenade.

### BOARDING MEXICO STAR

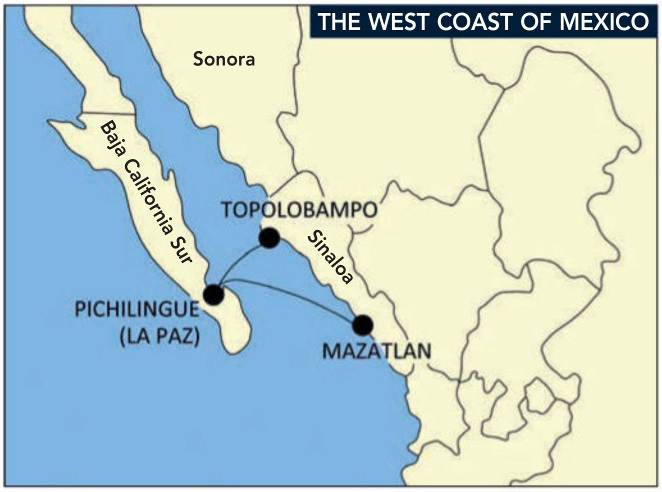
Arriving at dusk, we found the 1998-built ro-ro ferry *Mexico Star* (ex-*Aronte*, 182m loa, 21,089gt) waiting at her berth, her lights twinkling in the last shades of daylight as young couples strolled the busy malecón. *Mexico Star* sails six days a week, from Sunday through to Friday.

After a lengthy check-in we went through the bowels of the ship to find our clean and comfortable two-berth cabin overlooking the bow on Deck 9. Wary of missing dinner, we headed for the ship's dining saloon, a bright rectangular space with oversized baseball-themed photo-murals and, unexpectedly, a framed photo of Home Lines' *Italia* of 1929.

Baja Ferries includes cafeteria-style meals in the fare. Taking our place in the fast-moving queue, we were soon seated and served with styrofoam tubs of rice and beans, steamed vegetables, 'mole con pollo' and an obligatory stack of soft tortillas, which was an elegant sufficiency despite its modest presentation. Minutes later we emerged on deck to find the lights of Topolobampo retreating behind us as *Mexico Star* was cast off on time at 2300.

Besides the restaurant, *Mexico Star* offers passengers a comfortable cocktail lounge on Deck 8, which stays open late into the night. The ship's superstructure-forward arrangement accommodates 200 passengers in 'pullman' seats or cabin berths.

Around 0700 the next morning, *Mexico Star* motored into the distant view of morning joggers on the waterfront promenade



THE WEST COAST OF MEXICO

### MEXICO STAR

| | |
|---|---|
| **BUILT** | 1998, Società Esercizio Cantieri, Viareggio, Italy |
| **FORMER NAMES** | Stena Carrier |
| **SISTER VESSELS** | Stena Ausonia; Sea Chieftain |
| **TONNAGE** | 21,089gt |
| **DIMENSIONS** | 182.6m x 25.5m |
| **MACHINERY** | Four Sulzer 8ZA40S diesels, 23,040kW |
| **SPEED** | 22 knots |
| **CAPACITY** | 200 passengers, 2,715 lane metres |
| **ROUTE** | Topolobampo, Sinaloa to Pichilingue, Baja California Sur |

in La Paz as she approached Pichilingue. In the cafeteria passengers queued up for coffee and pastries. By 0730 the ship had turned to head stern-first towards her berth, which the entire passenger complement seemed to have mustered at the rails to witness.

The scene was completed by the presence of *Mexico Star*'s fleetmate, the handsome *Baja Star*, which we would board for the return voyage to Mazatlán a few days later. After a slow disembarkation, by 0930 we found ourselves pulling out of the port in a shared van for the 30-minute drive to downtown La Paz.

## PRIDE OF THE FLEET

Pride of the Baja Ferries fleet is the 1992-built *Baja Star* (11,578gt). Sailing three times a week in each direction, she covers the 500km run between Pichilingue and Mazatlán in about 15 hours, carrying as many as 705 passengers in 'pullman' seats or cabins at a service speed of about 16 knots.

Built in Japan as *Pacific Express* for a 26-knot service between Kawasaki (Tokyo) and Hyuga, she passed to Korean- and Hong Kong-based operators before finally joining the Baja Ferries fleet in 2016. Besides her sharp profile and high speed, *Baja Star* is noteworthy for her 12 balcony cabins, located forward on A Deck.

Back in Pichilingue on a sunny afternoon, we stepped aboard *Baja Star* via her vehicle ramp as big lorries revved their way into position beside us. Though slightly

## IF YOU GO . . .

◆ Basic meals are included with the fare. Supplementary à la carte meals are available on board Baja Star.

◆ Mexico Star sails westbound six nights weekly (Monday-Friday) at 2359 and one night weekly (Sunday) at 2300.

◆ Eastbound sailings depart from Pichilingue Mondays to Fridays at 1430 and on Saturdays at 2300

◆ Baja Star sails westbound from Mazatlán three nights a week (Wednesday, Friday and Sunday) at 1700. Eastbound sailings depart Tuesday, Thursday and Saturday at 1900.

◆ Mexico Star offers 'pullman' seats or two- or four-berth cabins.

◆ Cabin grades aboard Baja Star range from standard inside cabins to Junior Suites (with balconies) and Master VIP Suites.

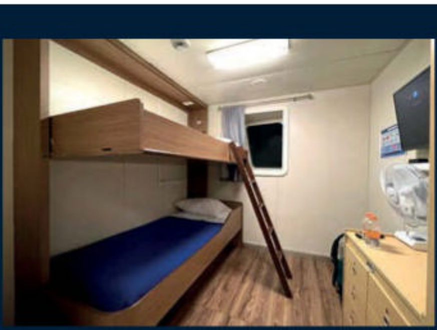
◆ Port facilities in Pichilingue are easily reached from La Paz by car, shared taxi or bus, and it is about 30 minutes' drive.

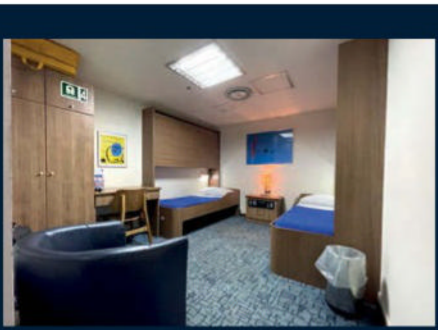
◆ Port facilities in Topolobampo can be reached on foot from the town centre but are best approached by car. Topolobampo is 30 minutes' drive from the nearby city of Los Mochis, whose lodgings include the historic Hotel Montecarlo, and where connection can be made with the spectacularly scenic 'Chepe' railway as far as Chihuahua, 650km to the east.

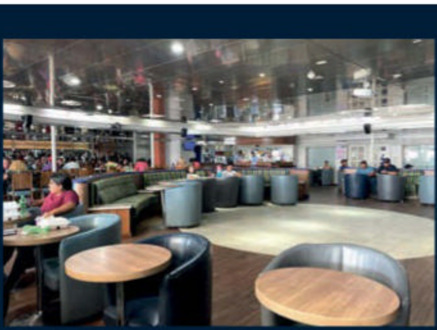
◆ Port facilities in Mazatlán lie near the city's old downtown, where historic beachfront hotels include the Freeman and the Belmar. The city's modern resorts are a 10-30 minute taxi ride to the north.

Mexico Star previously sailed for Stena Line as Stena Carrier between Gothenburg and Travemünde.

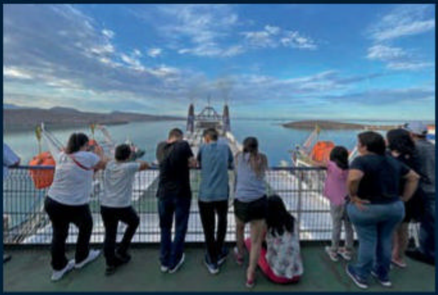
Baja Ferries' 1998-built vessel Mexico Star seen from the malecón in picturesque Topolobampo.


▲ Clean and comfortable cabins aboard Mexico Star overlook the bow.


▲ A typical 'standard' type A Deck inside cabin aboard Baja Star.


▲ Baja Star's main lounge on A deck serves as dining saloon and dance hall.

▲ Baja Star's open deck space, aft of the ship's distinctive funnel.


▲ Passengers gathered at the railings to observe Mexico Star's arrival at Pichilingue.

▲ Cafeteria type meals are included with the fare aboard both vessels.

smaller than her fleetmate, *Baja Star* feels like a larger ship, having more generous facilities to cater for her greater passenger capacity.

Passenger accommodation takes up two decks, with a small bar and shop located behind an enormous embarkation foyer on B Deck, and a single vast public room on A Deck doubling as cafeteria and lounge. Outdoor deck space is somewhat limited, with just one area available to passengers and no place to stand by the rails.

We had just settled in when a voice over the tannoy announced that the complimentary meal service would conclude upon our departure at 1900. Making our way to the restaurant-lounge, we took our place in the fast-moving queue, where the drill was similar to that found aboard *Mexico Star*. *Baja Star* eased away from her berth shortly afterward. Rounding the little headland behind which the port is sheltered, the ship cut a great arc out into the Sea of Cortez, leaving the setting sun in her wake as she pointed her bow south east towards Mazatlán.

*Baja Star* carried 531 passengers on this voyage, about half of whom had gathered on deck to enjoy the cool evening air as a steward sold Mexican beers out of a cooler and the setting sun silhouetted the rugged hills of the Baja peninsula off to starboard.

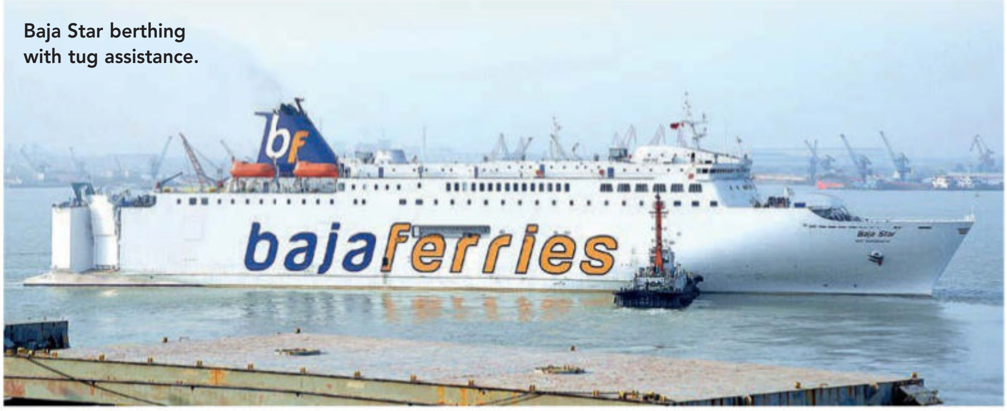
## ENTERTAINMENT

Later, we headed back towards the restaurant, where the evening's entertainment (a male-female lounge act called the 'Dueto Angeles') took to the stage. By 2330 the final encore had been sung and the cocktail waiters had served their last. Passengers preferring spots on deck over cramped pullman seats had staked their claims both indoors and out and turned in for the night. Soon, nightlife on *Baja Star* had been reduced to a lone student taking notes from a textbook at a table in the enclosed promenade.

*Baja Star* was riding a noticeable swell in the early morning as we approached the dramatic Sinaloa coast near Mazatlán. The ship shared the city's downtown docks today with the similar-sized cruise vessel *Vidanta Elegant* (1990/15,343gt, ex-*Crown Monarch*). Docking after 0900, we had made the crossing in just over 14 hours, slightly more than the 12-hour advertised crossing time, but no-one seemed to mind.

By 1000 we were back ashore and headed into Mazatlán's sweltering heat. From the docks, it was a 20-minute walk to the historic Hotel Freeman on the city's old beachfront esplanade, whose rooftop bar offered a fine perch from watch our ship head back out to sea after her 1700 departure, and the start of another long crossing.

■ In April Baja Ferries purchased the 29,004gt ro-ro ship Eurocargo Sicilia from Italy's Grimaldi Group. The 2009-built vessel is being converted at the Viktor Lenac yard in Croatia for operation between the Baja California ports of Pichilingue and Topolobampo as California Star II.


Baja Star berthing with tug assistance.

### BAJA STAR

**BUILT** 1992, Mitsubishi HI, Japan

**FORMER NAMES** Ri Zhao Dong Fang, Seco Maru, KC Rainbow, Pacific Express

**SISTER VESSELS** Phoenix Express

**TONNAGE** 25,095gt

**DIMENSIONS** 170m x 25m x 6.72m

**MACHINERY** Two Pielstick 14PC 4-2 V diesels, speed 25 knots

**CAPACITY** 705 passengers, 1,400 lane metres

**ROUTE** Mazatlan, Sinaloa to Pichilingue, Baja California Sur

WONDER OF THE SEAS

# WONDER OF THE SEAS

**Royal Caribbean International's new flagship, Wonder of the Seas, will operate from Port Canaveral, on the east coast of central Florida, for year-round cruises to the Caribbean. Andy Hernandez recently sailed on her and offers his insight on what she has to offer.**

Wonder of the Seas departs St Nazaire, November 2021. CHRISTOPHE DEDIEU/SHIPSPOTTING.COM

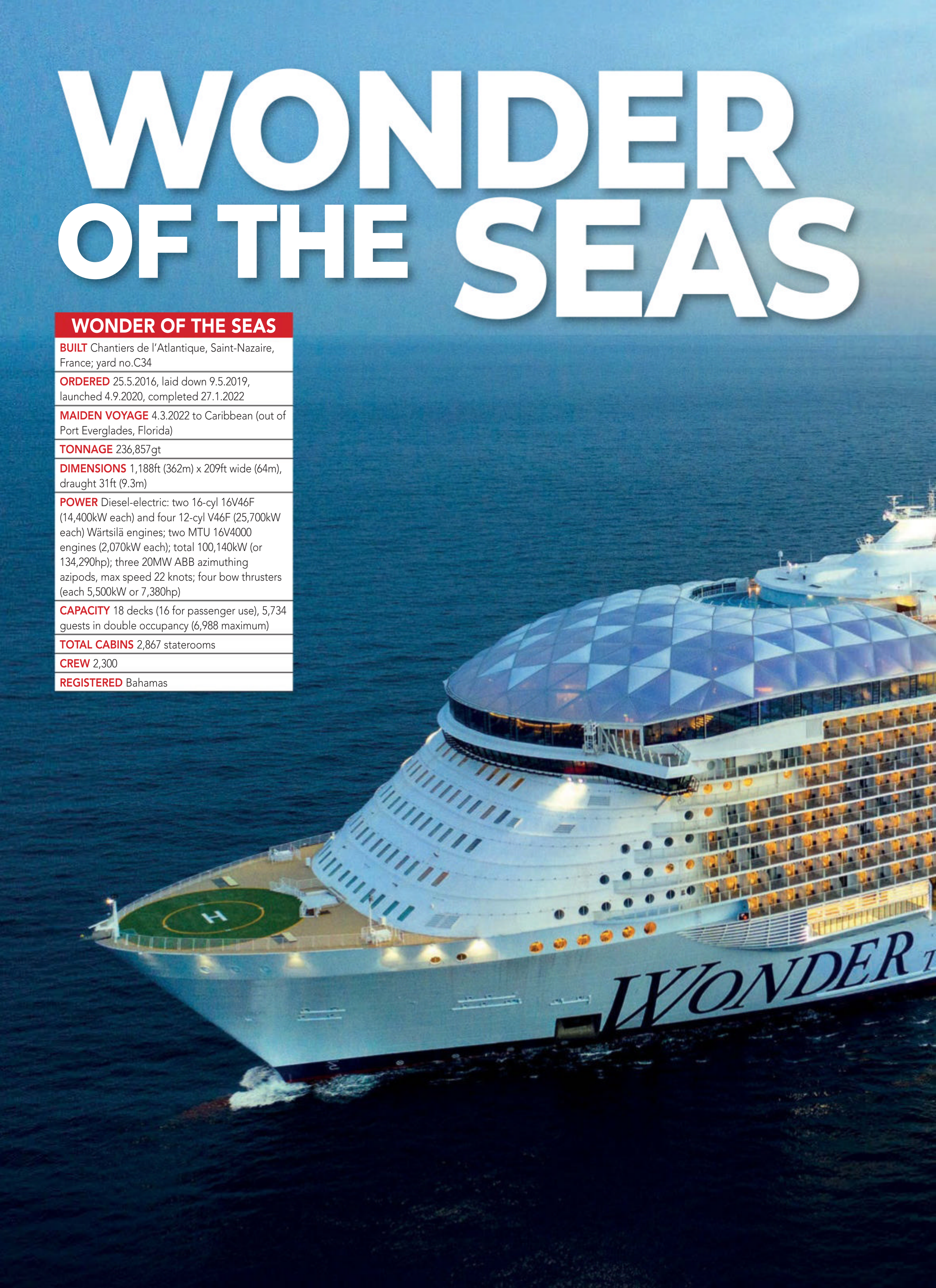
The new cruise ship *Wonder of the Seas* is the fifth in the company's industry-defining Oasis class. The design has revolutionised modern mass-market cruising by introducing architectural firsts, such as the open-air Central Park and Boardwalk, as well as expanding on a wide and varied assortment of entertainment options never before seen at sea.

While the first two vessels in the class, the 225,282gt *Oasis of the Seas* (2009) and *Allure of the Seas* (2010), were built at the STX Europe Shipyard in Turku, Finland, the ensuing three ships, *Harmony of the Seas* (2016/226,963gt), *Symphony of the Seas* (2018/228,081gt) and *Wonder of the Seas*, have been delivered by Chantiers de l'Atlantique at St Nazaire, France.

A sixth and final ship, *Utopia of the Seas*, is currently under construction at St Nazaire and will enter service in the spring of 2024. A planned seventh hull was shelved due to the financial upheaval caused by the global pandemic.

However, with an easing of travel restrictions, the line has ambitiously embarked on a

# WONDER OF THE SEAS



## WONDER OF THE SEAS

**BUILT** Chantiers de l'Atlantique, Saint-Nazaire, France; yard no.C34

**ORDERED** 25.5.2016, laid down 9.5.2019, launched 4.9.2020, completed 27.1.2022

**MAIDEN VOYAGE** 4.3.2022 to Caribbean (out of Port Everglades, Florida)

**TONNAGE** 236,857gt

**DIMENSIONS** 1,188ft (362m) x 209ft wide (64m), draught 31ft (9.3m)

**POWER** Diesel-electric: two 16-cyl 16V46F (14,400kW each) and four 12-cyl V46F (25,700kW each) Wärtsilä engines; two MTU 16V4000 engines (2,070kW each); total 100,140kW (or 134,290hp); three 20MW ABB azimuthing azipods, max speed 22 knots; four bow thrusters (each 5,500kW or 7,380hp)

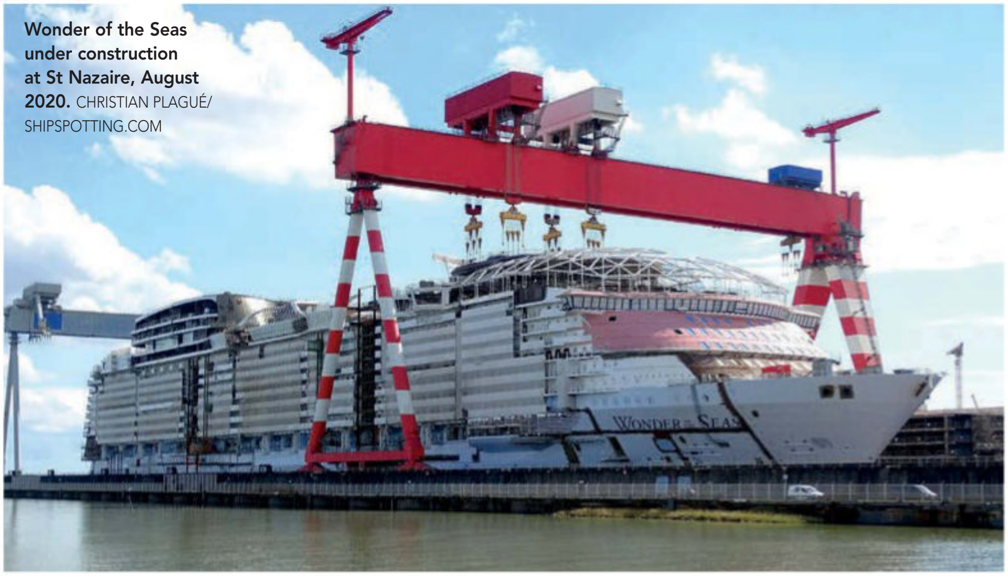
**CAPACITY** 18 decks (16 for passenger use), 5,734 guests in double occupancy (6,988 maximum)

**TOTAL CABINS** 2,867 staterooms

**CREW** 2,300

**REGISTERED** Bahamas

Ships MONTHLY



**Wonder of the Seas under construction at St Nazaire, August 2020.** CHRISTIAN PLAGUÉ/SHIPSPOTTING.COM

new cruise ship design, which will incorporate not only the best design features of the preceding Quantum and Oasis class vessels but also introduce numerous new entertainment and leisure venues. Currently being built by Meyer Turku in Finland, the first of three 250,000+gt LNG-powered ships will be named *Icon of the Seas*. She will be homeported in Miami, Florida and is due to debut in January 2024.

The Bahamian-registered 236,857gt *Wonder of the Seas* measures 1,188ft (362m) in length and was ordered on 25 May 2016, being laid down on 9 May, 2019. She was launched on 4 September 2020 and completed on 27 January 2022, starting her maiden voyage on 4 March 2022 to the Caribbean (out of Port Everglades, Florida).

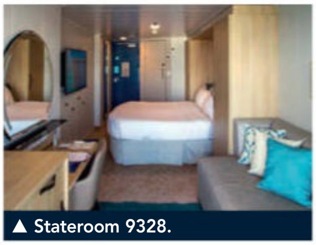
## ALMOST 7,000 GUESTS

The ship has 18 decks (16 for passengers) and accommodation for 5,734 guests in double occupancy (6,988 maximum). There are 2,867 staterooms and the crew is 2,300-strong.

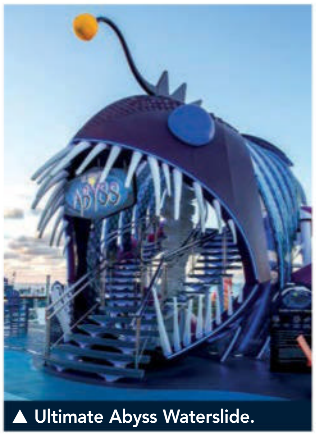
Power comes from a diesel-electric powerplant consisting of two 16-cylinder 16V46F and four 12-cylinder 12V46F Wärtsilä engines, as well as two MTU 16V4000 engines, for a combined output of 100,140kW (134,290hp). A trio of 20MW ABB azimuthing azipods enable the ship to reach a maximum speed of 22 knots. The ship is also equipped with four bow thrusters (each of 7,380hp) for manoeuvring in port.

*Wonder of the Seas* will be on a year-round itinerary of alternating seven-night eastern and western Caribbean voyages throughout 2023.

■ *The author would like to thank Lyan Sierra-Caro, Director of Public Relations at Royal Caribbean International for her assistance with this article.*



▲ Stateroom 9328.



▲ Ultimate Abyss Waterslide.

▲ Bionic Bar.

▲ Schooner Bar.

▲ The onboard experience for Wonder of the Sea's guests include Central Park (left and centre), and the Main Dining Room (right).

# ON BOARD WONDER OF THE SEAS

▲ Royal Promenade (looking aft).

▲ 150 Central Park.

▲ Beach Pool.

■ In spite of the ship's size and guest capacity, navigating on board is easy, as digital Wayfinders (touchscreen maps) are located by every elevator lobby and provide information not only on your location but also scheduled activities, show times and restaurant seating availability.

■ The ship is laid out in eight separate 'Neighborhoods', beginning with The Boardwalk (Deck 6), designed to evoke an atmosphere of an old seaside pier on the east coast of England or early Coney Island, with a fully functioning carousel. This space hosts Playmakers Sports Bar and Arcade as well as Johnny Rockets (burgers), The Dog House (hot dogs) and Sugar Beach (candy shop).

■ Flanked by a pair of rock-climbing walls and set at the stern is the Aquatheater, which shows films and game shows by day, while in the evening there are aquatic shows with music and lighting effects. Performances are complimentary but seating is limited and by reservation only.

■ The Pool & Sports Zone (Decks 15 and 16) features various swimming pools, hot tubs, slides and simulators. The adults-only Solarium is located forward on Deck 15, while Splashaway Bay and Wonder Playscape (underwater-themed play area) is for children. The Perfect Storm waterslides, as well as the Ultimate Abyss, the tallest slide at sea, are other attractions round the pool.

■ There's also the FlowRider surfing simulator, zip lining (ten decks high) and Wonder Dunes mini-golf. Complimentary food outlets include the Solarium Bistro, Windjammer Marketplace and El Loco Fresh & Cantina Fresco (Mexican fare). Extra-tariff restaurants include the newly added Mason Jar (Southern-style BBQ family restaurant, $24.99pp brunch, $39.99pp dinner) and Hooked Seafood ($42.99pp).

■ Deck 8 is home to Central Park, an open-air arboretum lined with stylish retail shops and eateries, including 150 Central Park, the line's premier restaurant offering a seasonal menu ($50pp); Giovanni's Italian Kitchen and Wine Bar ($35pp); and Chops Grille (steakhouse, $24.99pp lunch, $50pp dinner).

■ The Park Café serves complimentary breakfast and lunch. The Music Hall features live music acts.

■ The Royal Promenade on Deck 5 is the ship's social hub. Entertainment venues include Spotlight Karaoke; Boleros (Latin-themed lounge); Cask & Clipper (English pub); the Bionic Bar, featuring two robotic bartenders; and the Rising Tide Bar, moving up and down between the Royal Promenade and Central Park.

■ Complimentary venues to eat include Sorrento's Pizzeria and Café Promenade, while at the stern is the uppermost floor of the three-level Main Dining Room.

■ Entertainment Place is home to the 1,397-seat Royal Theatre, forward on decks 4 and 5. Studio B is the ice-skating rink. When no performances are scheduled, the 800-seat venue also hosts open skating sessions for guests and glow-in-the-dark laser tag games. Nearby is The Attic, the ship's comedy club.

■ Diamond and Pinnacle Club members belonging to the line's Crown & Anchor Society have their own dedicated lounge. Since the ship was originally destined for the Chinese market, the Casino Royale is larger than on other Oasis class ships. Adjacent to the casino is Izumi, the signature Asian-fusion restaurant ($34.99pp lunch, $45.99pp dinner, plus à la carte pricing for the sushi bar.)

■ The Youth Zone has various venues that cater to the youngest travellers up to teenagers.

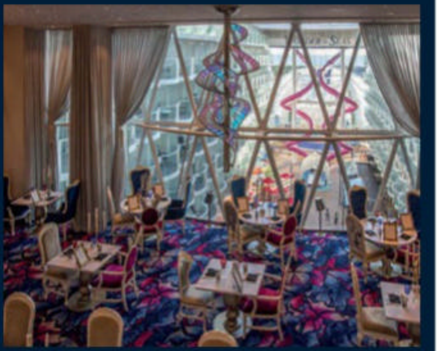
■ Vitality Spa & Fitness Zone (Decks 5 and 6) offers a complete range of treatment rooms, a Thermal Suite, heated ceramic loungers, steam and sauna rooms in the Spa, as well as a full beauty salon and barber shop. The gymnasium is equipped with the latest in cardio/resistance equipment. Healthy food is served at the complimentary Vitality Café.

■ The Suite Class Neighborhood is currently exclusive to Wonder of the Seas, with this newly introduced area only available to those in the Royal Suites. It features its own plunge pool, a bar with separate lounging area as well as the Coastal Kitchen & Suite Lounge.

■ The ship also has the largest Ultimate Family Suite on an Oasis class ship: this two-level stateroom is able to comfortably sleep up to ten guests in lavish quarters.

▲ Aqua Theater.

▲ Solarium.


▲ Wonderland. ONBOARD IMAGES BY THE AUTHOR

# HALF A CENTURY OF OUTER HEBRIDES SERVICE

**The ferry service from Ullapool across the North Minch to Stornoway on the island of Lewis is a key part of the Caledonian MacBrayne network. Mark Nicolson looks back over 50 years of this important Outer Hebrides link.**

Loch Seaforth at Stornoway in July 1969. She was the Stornoway mailboat operated by David MacBrayne Ltd from 1947 until 1972. Running aground and sinking in 1973, she blocked the Tiree pier, until removed for scrapping. LAWRENCE MACDUFF

The ferry operation from Ullapool to Stornoway in the Outer Hebrides is both a lifeline service and a tourist service. A key part of the Caledonian MacBrayne network, it is the most northerly of the company's routes, with ferries crossing the Minch, one of the most notoriously rough channels anywhere around the British Isles. The route has been operated since March 1973 by CalMac, who took over historic mail boat services which had been declining as car ferries emerged.

Over its 50-year history, the Stornoway to Ullapool service has been in the hands of five regular ships, with numerous extras standing in at various times. The first regular services across the Minch date from the 1820s, when the paddler *Ben Nevis*, powered by a 32hp engine and small enough to pass through the Crinan and Caledonian Canals, sailing regularly between Glasgow and Stornoway. During the second half of the century the iron paddle steamer *Ondine* operated for a 15-year period.

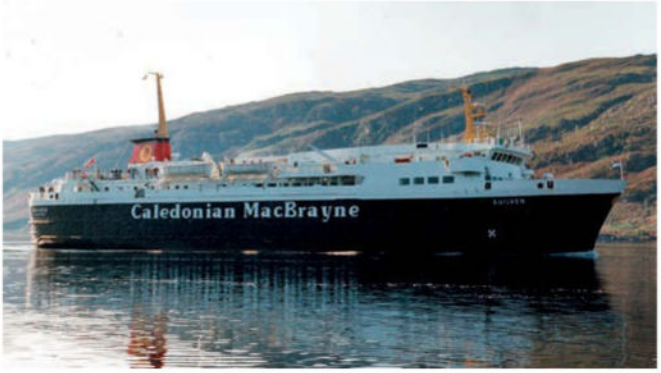
Stornoway was normally served by MacBrayne's steamers from Glasgow, with vessels such as the 1881-built *Claymore* on the route, but this was considered a fraught undertaking, with such long trips taking more than a day.

Shorter sea links were established following the opening of the railways to the west coast. The Dingwall and Skye line opened to Stromeferry in 1870, being extended to Kyle of Lochalsh by 1897, and followed by the West Highland Extension from Fort William to Mallaig in 1901. So a new mailboat service from Mallaig and Kyle to Stornoway was opened, and was operated for 68 years by David MacBrayne from 1904 to 1972 using four vessels.

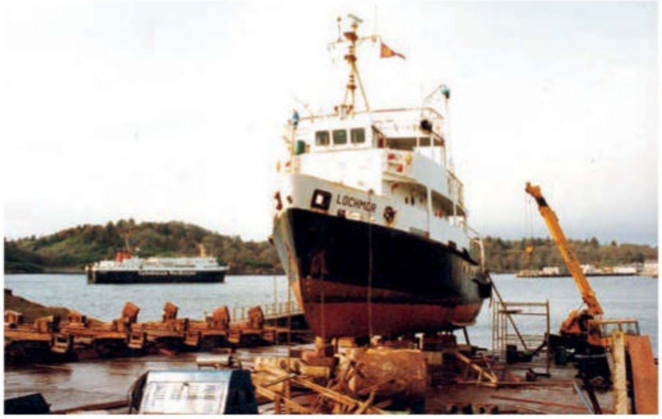
The first of these was *Sheila*, built by A. & J. Inglis of Glasgow. She served the three ports until her loss through grounding off Applecross on New Year's Day 1927. Following *Sheila*'s loss in 1927, a replacement, *Lochness*, was built at Govan in 1929.

*Sheila* operated special services on Hogmanay 1918, transporting returning World War I personnel, with the admiralty yacht *Iolaire*, which sank when she was approaching Stornoway on New Year's morning

The 1970-built Iona at Stornoway on 24 May 1972. She was operated by David MacBrayne from 1970 to 1973, and was then taken over by CalMac. In November 1997 she was acquired by Pentland Ferries and, renamed Pentalina, served until 2009. LAWRENCE MACDUFF



**▲ Suilven leaving Ullapool in the early 1990s. She had a fully enclosed car deck, which prevented hazardous cargoes being carried.** KENNY MACASKILL



1919, resulting in the worst peacetime maritime disaster since the sinking of *Titanic,* with 205 islanders, who fought in the war, drowning.

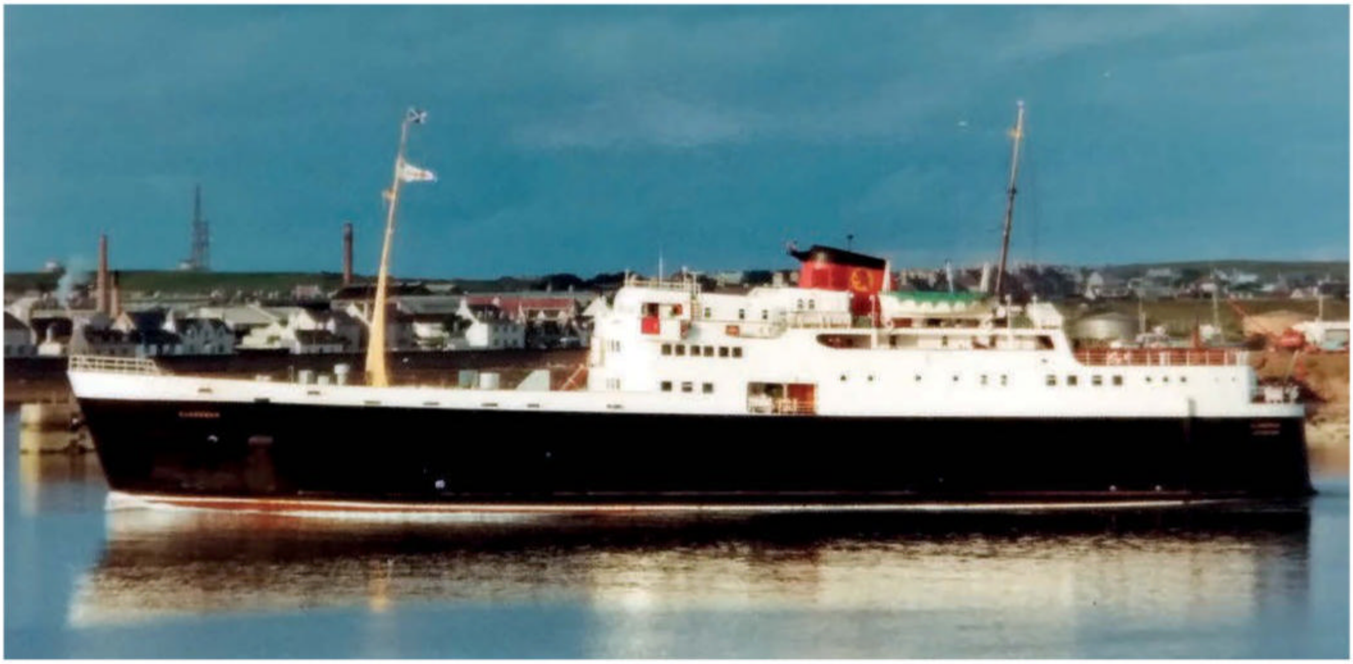
The last ship to operate the mail boat was perhaps the most famous: the Dumbarton-built *Loch Seaforth,* which replaced *Lochness* in December 1947, had been ordered in 1938 but delayed by World War II. She was the first mail boat with radar and diesel engines, and she gained a reputation for reliability, rarely missing a sailing due to adverse weather, perhaps in part due to her longest-serving master, Lewis-based Captain John Smith, who oversaw most of her career.

She was replaced when car ferries entered service, an era which began in 1964 with *Hebrides* on the Uig, Lochmaddy and Tarbert triangle. After *Loch Seaforth* ran aground in the Gunna Sound between Coll and Tiree in March 1973, resulting in her sinking at Tiree pier the next morning, she was scrapped at Troon two months later.

Taking over the Stornoway mailboat service in 1972 was the two-year-old Troon-built *Iona*, bringing a vehicle-carrying service for the first time. The previous year the

**▲ Suilven arriving in Stornoway, with Lochmor being overhauled on Goat Island Slipway in the 1990s.** KENNY MACASKILL

**▼ The 1,420gt Clansman approaching Stornoway, 24 June 1974. She was the second of a trio of hoist-loading car ferries built for David MacBrayne Ltd in 1964** LAWRENCE MACDUFF



▲ **The ro-ro freight ferry Muirneag approaching Stornoway on 31 August 2008. She was built in 1979 as Mercandian Carrier and in 1985 she was sold to P&O Irish Sea for the Belfast to Ardrossan service.**

**Isle of Arran at Stornoway on 23 April 2021.** MARK NICOLSON

Scottish Transport Group had announced that a new drive-through vehicular service would be commissioned between Stornoway and Ullapool in the spring of 1973, with new linkspans at both ports. The 1964-built *Clansman*, sister of *Columba* and *Hebrides*, spent several months undergoing a major conversion at Troon from hoist-loading to drive-through for the service, sharing the harbour with *Loch Seaforth* as the former Stornoway vessel was being broken up.

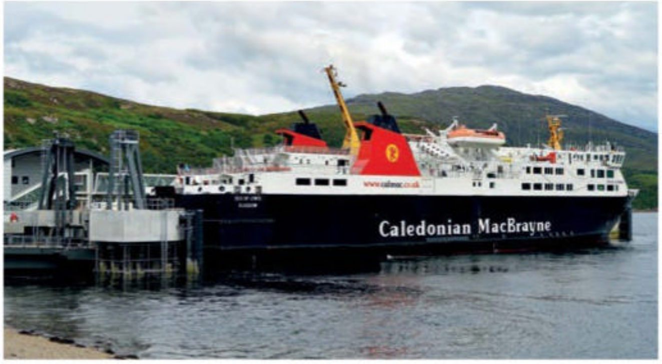
*Iona* was the first vessel to commission the new Ullapool to Stornoway link, with a first sailing on what was a new shorter link on 26 March 1973. She was not a long-term solution, however, and broke down within three months. *Clansman* was ready to take over by the end of June, but having not been re-engined during her conversion, promptly broke down herself and spent much of her short career on the Minch with mechanical problems, and she was withdrawn and disposed in the summer of 1984.

Both ships were unsuccessful, so CalMac looked elsewhere, purchasing a ship on the stocks at the yard of Moss Rosenberg in Moss, Norway in December 1973. Named *Suilven*, the new ship was launched on 19 April 1974 as the largest ship thus far in the fleet, taking her name from a Sutherland mountain. She had capacity for over 500 passengers and up to 120 cars, with two mezzanine vehicle decks. Delivered to CalMac in August 1974, she was immediately pressed into service to relieve the broken down *Clansman*, before providing a VIP cruise and taking up service properly.

*Suilven* was initially criticised for her combined lounge/bar layout and sleeping accommodation, a standard Norwegian layout, and she had stabilisers fitted in drydock after complaints about severe rolling. However, she solved capacity and reliability problems at a stroke, with a passage time of up to three and a half hours, and proved a sturdy seaworthy vessel, particularly after having her stabilisers installed, and regularly went out in heavy seas on the Minch, taking it all in her stride when other ships were safely tied up.

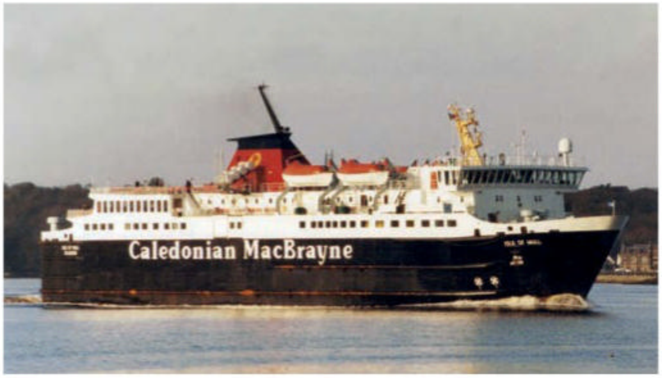
Her regular schedule was two return sailings in summer and one in winter, but she increased the summer crossings to three on certain days in later years. Her reliability and dependability meant she rarely deviated from the Stornoway service during the 21 years she was with CalMac other than for annual refit.

**The 1985-built Hebridean Isles (3,040gt) leaving Stornoway, 28 May 2021.** MARK NICOLSON



▲ **Isle of Lewis at Ullapool on 16 July 2015, berthed at the new linkspan, which was installed for Loch Seaforth.** MARK NICOLSON

▼ **The 1987-built Isle of Mull, relieving at Stornoway, heading out of the harbour on 4 November 1996.** MICHAEL MACLENNAN



During her overhaul in 1983, *Suilven* was the first ship in the fleet to have the company name displayed in large white metals on her hull, a move stipulated by managing director Colin Paterson, who took up the role in July 1983. Various vessels which relieved *Suilven* included *Clansman*, *Isle of Arran*, *Hebridean Isles* and *Isle of Mull*, with *Hebridean Isles* serving Ullapool and Stornoway when she first entered service on 6 December 1985.

In late 1987 the new ferry *Isle of Mull* was launched, having been designed for the Oban and Craignure route, offering more modern facilities and a higher speed than *Suilven*. Due to the Mod being held on Lewis in 1989 requiring a higher passenger capacity, *Isle of Mull* took over while *Suilven* operated at Oban and Craignure for ten days prior to heading for annual overhaul.

*Suilven* also occasionally served the Uig, Lochmaddy and Tarbert route, for example in March 1988 and August 1991, while her only visit to Tarbert came in August 1989 when Stornoway's linkspan was out of action.

*Suilven* enjoyed a fine career of over 20 years but, by the 1990s, she was deemed too small and too slow for the route, while major changes in marine safety regulations meant she was too expensive to be modified to meet new British standards, and she was sold.

## ISLE OF LEWIS

In September 1993 a new vessel was ordered from Ferguson Shipbuilders of Port Glasgow, and the magnificent *Isle of Lewis* was launched on 18 April 1995, entering service on 31 July. She dwarfed *Suilven*, having been designed to carry both commercial traffic and tourist vehicles on a single crossing. The new ship could carry 680 passengers and 123 cars, and offered up to three return sailings in peak periods.

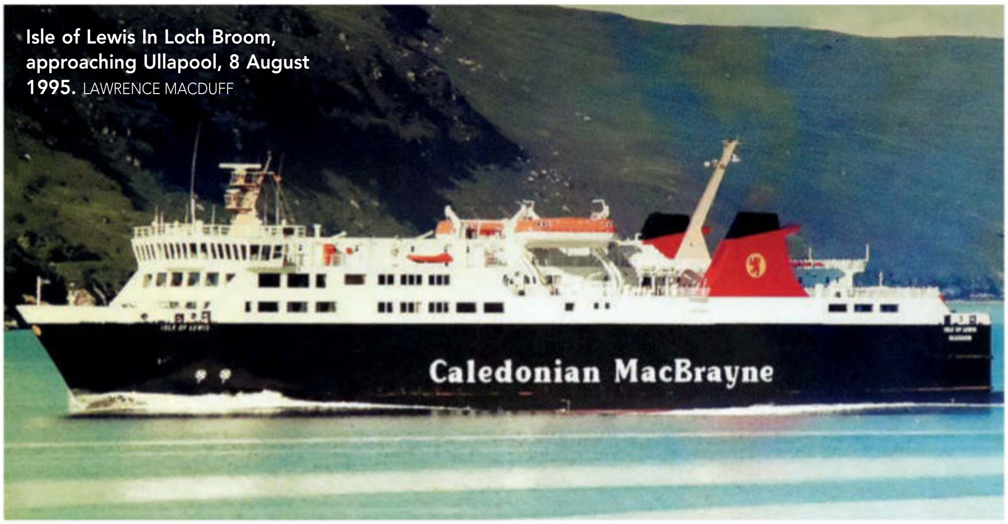
She could cross the Minch in as little as two hours and 40 minutes at a speed of 18 knots, a great improvement on *Suilven*, which left for New Zealand. She moved to Fiji nine years later, but capsized and sank at Suva harbour in November 2015, without loss of life, but ending an illustrious career of 41 years in two guises, but during which her name remained the same.

*Isle of Lewis* opened a new era for the route. Her modern accommodation and faster speed was appreciated by all, and she also had an attractive profile, with three separate lounges – a cafeteria, lounge bar and observation lounge – making her more passenger-friendly. The only major criticism made throughout her working life was a loud banging noise and accompanying vibrations at her bow in adverse weather, which was revealed to result from her unusual bow design and wider beam.

*Isle of Lewis* reliably ran unaided for the first few years of her career at Stornoway, although by 2001 an increase in commercial traffic led to competing companies operating new freight services.

CalMac employed ships, like *Lord of the Isles* and *Isle of Arran*, at Stornoway to assist *Isle of Lewis*, followed by the NorthLink vessel *Hascosay* on charter during 2002, and permanent freight ships *Muirneag* and *Clipper Ranger* on a regular overnight freight service from September 2002 until May 2015.

Like her predecessor, *Isle of Lewis* rarely deviated from her Stornoway routine, and her size and draught limited the number of routes she could



**Isle of Lewis In Loch Broom, approaching Ullapool, 8 August 1995.** LAWRENCE MACDUFF

Caledonian MacBrayne

▲ **Lord of the Isles at Stornoway, 29 October 2001.** MICHAEL MACLENNAN

serve. When she first entered service at Stornoway, she had to use the original linkspan while a new terminal was being built. The newbuilding was available from April 1997.

She visited Uig, Lochmaddy and Tarbert for berthing trials in July 1995, and made occasional sailings on the Uig triangle during her career. Prior to the introduction of Sunday sailings to Stornoway on in July 2009, she undertook occasional Sunday sailings in peak summer providing extra capacity between Uig and Lochmaddy. She otherwise spent Sundays laid up at Stornoway, which at least allowed one day in every seven for maintenance. Vessels which have relieved *Isle of Lewis* for overhaul include *Isle of Mull*, *Clansman*, *Hebrides*, *Hebridean Isles* and *Isle of Arran*.

## A NEW LOCH SEAFORTH

In June 2012 Caledonian Maritime Assets Ltd announced a £42 million ship was being built for the Stornoway service. She was eventually given the name *Loch Seaforth* following a competition run by CMAL in 2013. The new ship was built by Flensburger Schiffbau-Gesellschaft in Germany, although her introduction into service was something of a long-drawn-out process.

The new ship combined the passenger service of *Isle of Lewis* with the freight capacity of *Clipper Ranger*, and was faster, more powerful, more efficient in adverse weather and designed for round-the-clock operation. She was launched on 21 March 2014 in Germany, with her superstructure arriving from Poland.

Due to various delays, principally in completing upgrades to Stornoway and Ullapool terminals, *Loch Seaforth* did not enter service until 10 February 2015, when the piers were finally able to accommodate her, and she carried out the overnight freight run. For a time, she ran alongside *Isle of Lewis* and *Clipper Ranger*, which operated to and from Uig, while Ullapool's ageing linkspan was replaced with a new double-width structure.

Retained as a spare and back-up vessel for 2015, *Isle of Lewis* was used on the Uig triangle and from Oban to Barra, as well as providing additional Stornoway sailings in mid-summer. She was redeployed permanently on the Barra route in March 2016.

*Loch Seaforth* continued the theme of successive Stornoway ferries being ever larger and faster. She reduced sailings times to two and a half hours and delivered better sea-keeping than predecessor, *Isle of Lewis*. She had capacity for 700 passengers and 143 cars, with two main engines backed up by three auxiliary units. Due to her size, however, she was only suitable for full-time operation at Ullapool and Stornoway, and could not be redeployed on other routes.

The only major blemish on *Loch Seaforth*'s career came in the spring of 2021, when her port engine failed and she was out of service for seven

www.calmac.co.uk
Caledonian MacBray
LOCH SEAFORTH
GLASGOW
built by FLENSBURGER

▶ **The 2014-built Loch Seaforth leaving Stornoway on 19 January 2019. The vessel was christened by Joan Murray, daughter of the late Captain John Smith of the original Loch Seaforth.** MARK NICOLSON

Loch Seaforth berthed at Stornoway, 31 March 2015. MARK NICOLSON

weeks. This led to the return of *Isle of Lewis* and *Hebridean Isles* to provide passenger and freight services, a task normally carried out by them during *Loch Seaforth*'s regular annual overhauls.

During 2021 Scottish ferry provision came under great scrutiny, with numerous cancellations and delays, and regular redeployment of vessels when breakdowns took place. *Loch Seaforth* successfully returned to service on 31 May 2021, having suffered from an issue that stemmed from the decision not to replace important parts during her 2019 overhaul, which could have avoided the breakdown in the first place.

Since then, *Loch Seaforth* has continued to run reliably. However, to assist with passenger sailings, CalMac chartered the freight vessel *Arrow* to relieve pressure during the summer of 2021. There remains a preference for a two-ship service across the Minch to offer greater capacity and better frequency, despite the costs of such a set-up.

As the 'marine motorway' reaches the 50th anniversary of its operation under CalMac, one wonders what is next for the Ullapool to Stornoway route and if the replacement for *Loch Seaforth* will be another even bigger vessel. In addition, Stornoway Port Authority are now building a new, large deepwater port near Arnish to accommodate large cruise vessels as well as provide a freight linkspan, which will also offer an alternative Stornoway berth for *Loch Seaforth*.

While the current provision of Caledonian MacBrayne services has been rather controversial and heavily criticised, the service is in safe hands with *Loch Seaforth*, which has successfully combined more modern comfort and luxury with the route's long tradition and history, although a two-ship operation remains the preferred option for islanders who rely on the ship's lifeline service.

LOCH SEAFORTH
Loch Siophort
LOCH SEAFORTH
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# THE BATTLE OF T

**Conrad Waters revisits the last action fought between capital ships in European Waters, describing the battle of the North Cape, part of the Arctic campaign, which took place in December 1943.**

The early afternoon of Christmas Day 1943 saw seasonal festivities well under way aboard the German battlecruiser *Scharnhorst*. The ship was secure in the Altafjord in Northern Norway, and her crew were making the most of a festive relaxation in normal routines. Some had even been ashore skiing that morning. The relaxed mood was abruptly interrupted when the unwelcome order to prepare for sea was relayed through the loudspeakers. Christmas decorations on the mess decks were quickly tidied away as *Scharnhorst* was readied for imminent departure.

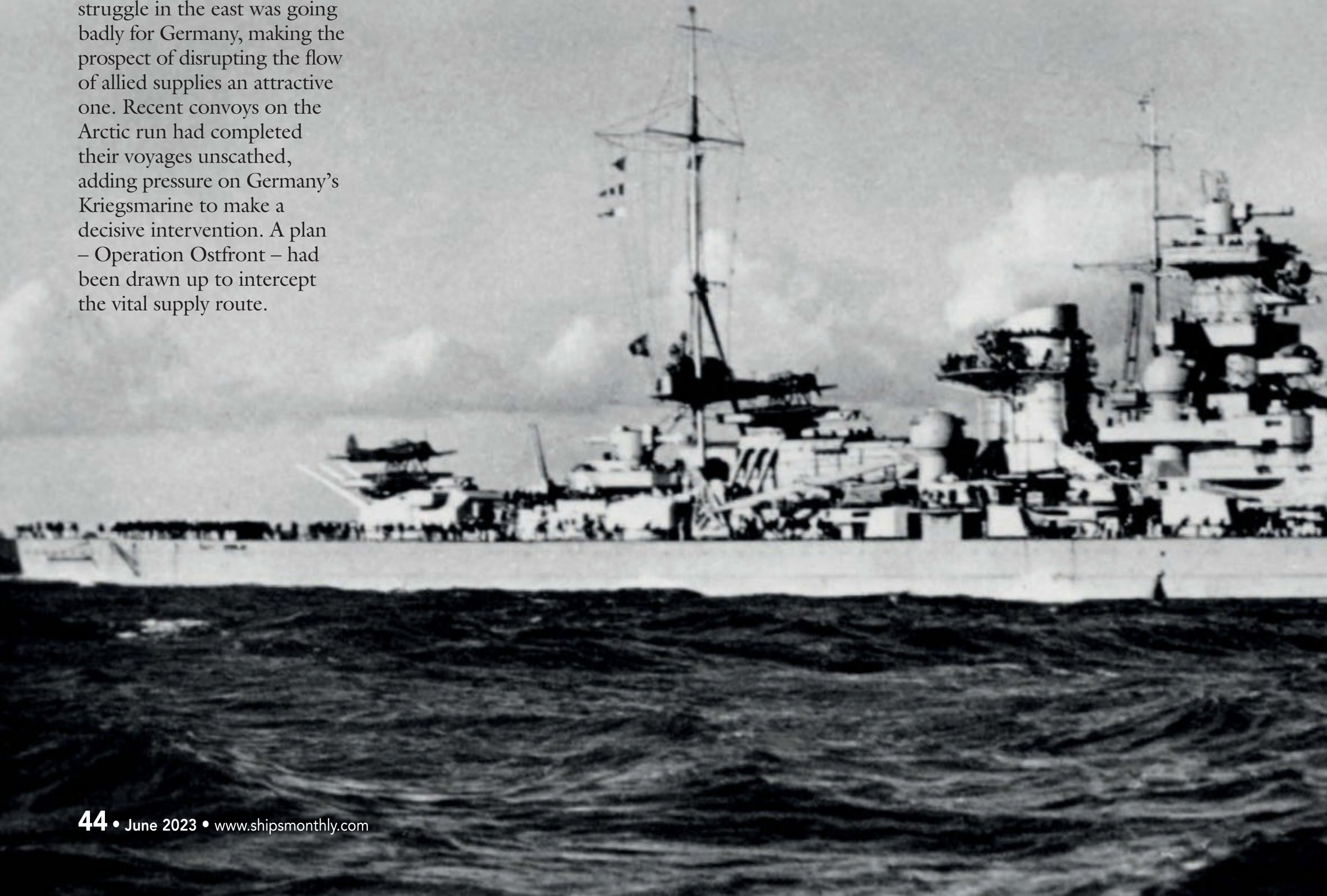
The unforeseen urgency had been driven by the sighting of a British convoy of merchant ships bound for the Soviet Union. The life-and-death struggle in the east was going badly for Germany, making the prospect of disrupting the flow of allied supplies an attractive one. Recent convoys on the Arctic run had completed their voyages unscathed, adding pressure on Germany's Kriegsmarine to make a decisive intervention. A plan – Operation Ostfront – had been drawn up to intercept the vital supply route.

That evening, with Konteradmiral Erich Bey and his staff embarked, *Scharnhorst* weighed anchor and proceeded out of the Altafjord into winds that were approaching gale force. Accompanied by five large destroyers, the battlecruiser was regarded as having a fair prospect of success against the Royal Navy cruisers and lighter forces that had been identified as the convoy's immediate escort. Less certain was the nature of any additional opposition the German ship might face.

With the weather hindering effective reconnaissance, little was known about the whereabouts of the Royal Navy's capital ships, which were known to provide distant cover to the Arctic convoys. This was to prove a justified concern. In the course of the next 24 hours, the German ship would be brought into action by the battleship *Duke of York* and, of *Scharnhorst*'s complement of about 2,000, only 36 survived the engagement.

*Scharnhorst* had enjoyed a brief but distinguished career. The lead ship of a pair of new capital ships ordered during Germany's rearmament in the run up to World War II, she was built at the Kriegsmarinewerft at Wilhelmshaven and commissioned in January 1939. Along with her sister, *Gneisenau*, she formed the heart of the Kriegsmarine when hostilities erupted.

Displacing around 35,000 tons in standard condition,



# HE NORTH CAPE

*Scharnhorst* was similar in size to many contemporary battleships, and was initially designed to counter France's Dunkerque class. However, an important limitation was her relatively weak main armament, consisting of nine 28cm SK/C34 guns in three triple turrets. This was partly a legacy of previous treaty restrictions. Her hull design showed poor seakeeping abilities on entering service, but this was largely resolved by modification with a raised and lengthened 'Atlantic bow' before the end of 1939.

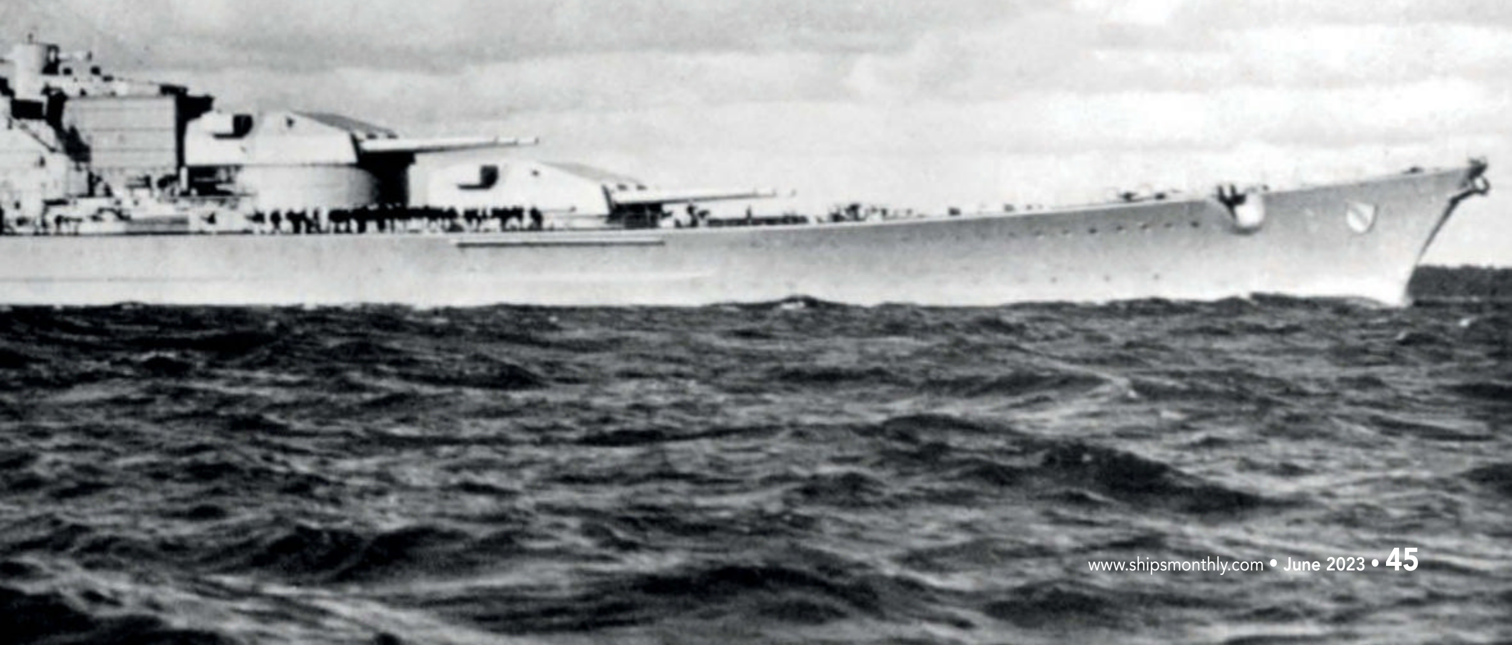
*Scharnhorst* played a prominent part in the early years of the war, typically operating in company with *Gneisenau*. The two battlecruisers sank the armed merchant cruiser *Rawalpindi* in November 1939. An inconclusive engagement with the Royal Navy's *Renown* at the start of the Norwegian invasion in April 1940 was followed by the destruction of the carrier *Glorious* and her two escorting destroyers at the end of the campaign. *Scharnhorst* did not emerge unscathed from this action, however, suffering a damaging torpedo hit from *Acasta* that put her in dockyard hands for much of the rest of the year.

In 1941 the two German battlecruisers were dispatched to raid the Atlantic supply lanes but suffered increasingly from bombing attacks on their French bases. This prompted their return to Germany in the famous 'Channel Dash' of February 1942. Subsequent bomb damage to *Gneisenau* meant the two sisters were never to operate together and, in early 1943, *Scharnhorst* deployed to Norway to reinforce operations against the Arctic convoys. Here, her service was largely uneventful before the Battle of the North Cape, and was largely confined to a raid against the Norwegian garrison at Spitzbergen in September 1943.

## A TRAP IS SET

In spite of the relative lack of German surface activity in the Arctic theatre, the British Admiralty assessed that the

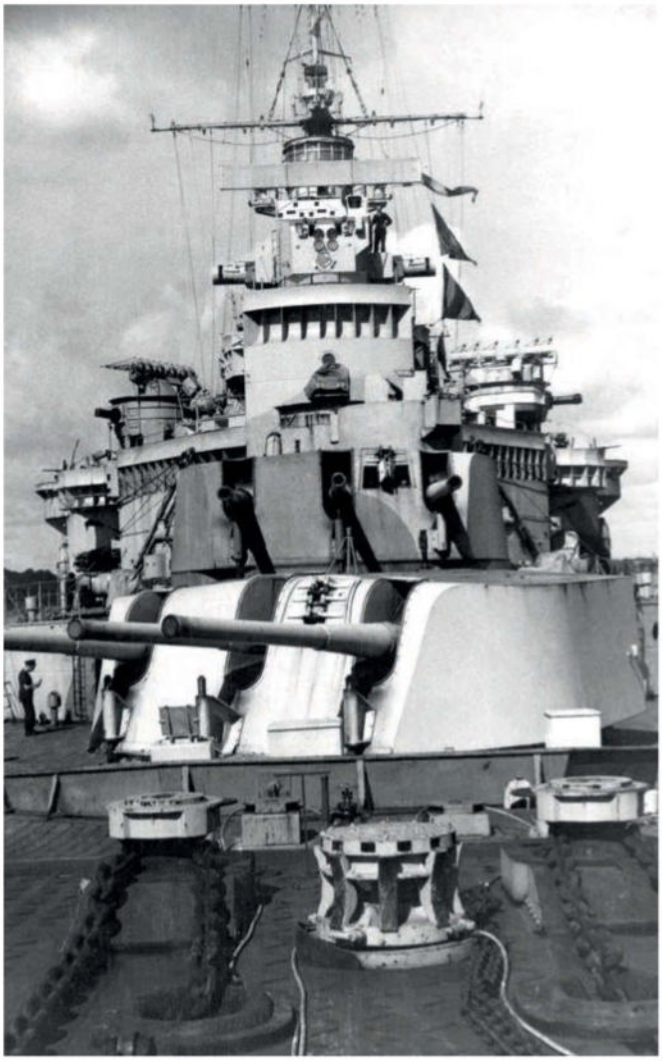
▲ **Scharnhorst's triple 11-inch 'Anton' and 'Bruno' turrets. The battlecruiser's main armament was relatively weak compared to that of other capital ships.** US NAVAL HISTORY & HERITAGE COMMAND NH 101571



▼ **The battlecruiser Scharnhorst in late 1939. By this time she had been fitted with a lengthened 'Atlantic bow' that improved her sea-keeping abilities.** US NAVAL HISTORY & HERITAGE COMMAND NH101559

▲ **The hydrograhic survey vessel SAS Protea with a Wasp helicopter above her flight pad.** PETE VAN DER SPEK

▲ **The 'County' class cruiser Norfolk secured two important early hits on Scharnhorst, putting her forward radar set out of action. This photo dates from June 1943.** ADMIRALTY



◀ **This forward view of Sheffield's six-inch guns was taken at Devonport in 1943. Sheffield was part of Vice-Admiral Robert-Burnett's cruiser force at the battle.** AUTHOR'S COLLECTN

resumption of supply convoys to Russia during the autumn of 1943 would likely elicit a response. Heavily assisted by 'Ultra' intelligence, they hoped to turn the expected German naval operation against the supply route to their own advantage.

After previous convoys had escaped attack, it seemed likely that the late December convoy – code-named JW55B – would be a prime target for interception. The Royal Navy was already waiting when *Scharnhorst* began her sortie.

The British plans for defending the convoy were focused on two separate naval forces. Force 1, travelling westwards from Russia, comprised the cruisers *Belfast*, *Norfolk* and *Sheffield*. Its role was to support the returning empty convoy RA55A before closing with JW55B at the point of maximum danger.

Force 2, commanded by Home Fleet C-in-C Admiral Sir Bruce Fraser, comprised the battleship *King George V*, the cruiser *Jamaica* and four destroyers. It was to head east from Iceland so as to be in the optimum position to ambush *Scharnhorst* between the convoy and its Norwegian base.

## THE CRUISERS ENGAGE

The battle commenced at 0840 in the morning of Boxing Day 26 December 1943, when *Belfast*, flagship of Force 1, picked up *Scharnhorst* on radar at a range of about 20 miles to the northwest. The German ship was searching unsuccessfully for the convoy and had already detached its accompanying destroyers to extend the searchline. They were to play no part in the action that followed, ultimately returning safely to Norway.

## SCHARNHORST

**NAMESAKE** Gerhard Johann von Scharnhorst (1755–1813)

**BUILDER** Kriegsmarinewerft, Wilhelmshaven

**LAID DOWN** 15.6.1935, launched 3.10.1936, commissioned 7.1.1939

**DISPLACEMENT** circa 35,000 tons standard displacement

**DIMENSIONS** 234.9 m x 30m, draught 9.9m

**POWER** circa 160,000shp, three Brown, Boveri & Co geared steam turbines

**SPEED** 31 knots

**COMPLEMENT** circa 1,900 plus supernumeraries and flag staff at the time of the Battle of North Cape

The range dropped rapidly as Force 1 closed in on *Scharnhorst*, with *Belfast* opening fire with starshells at 0924, with the range about 10,000 yards. Only *Norfolk* fired with effect in the brief engagement that followed, landing at least two eight-inch hits on the German ship. One of these destroyed *Scharnhorst*'s forward radar set, leaving the battlecruiser partly blind in the prevailing Arctic conditions. It provided the British with a decisive advantage.

*Scharnhorst* quickly broke off this initial engagement, using her superior speed to open the distance from the Royal Navy cruisers and break radar contact. However, the lure of the convoy proved too much of a temptation and *Belfast* again picked up the German ship at 1205.

By this time, Force 1 had been reinforced by four destroyers from JW55B's close escort, considerably strengthening its capabilities. Nevertheless, this time *Scharnhorst* got the better of the engagement, hitting *Norfolk* with two 11-inch shells. These put her 'X' turret out of action and disabled all but one of the radar sets, as well as starting a fire that took several hours to extinguish.

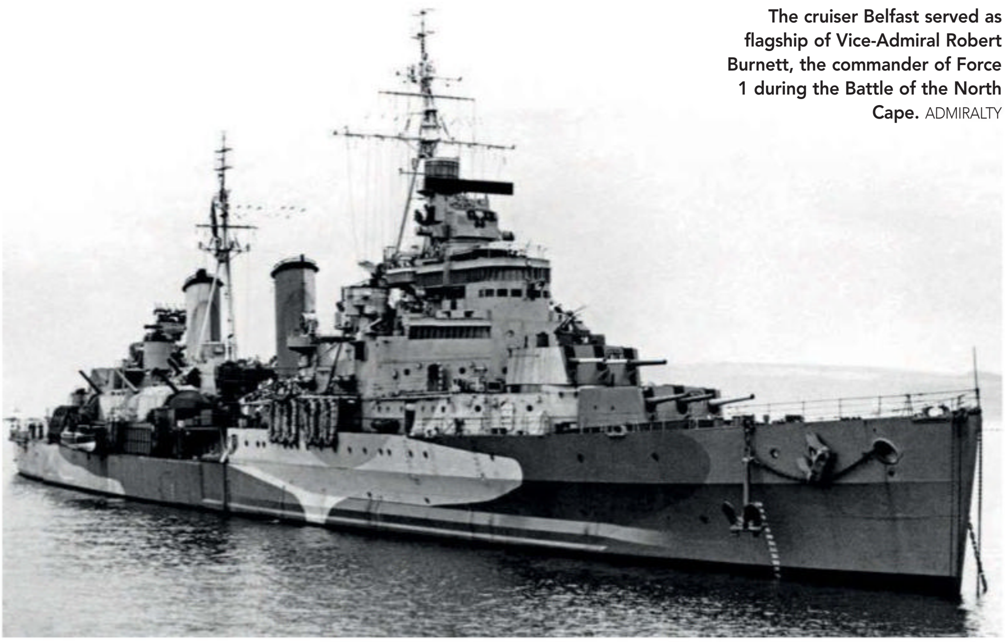
Despite this success, *Scharnhorst* now gave up on the plan to attack the convoy. Instead, she retired southwards, shadowed at distance by the British cruisers. These kept *Duke of York* and the other ships of Force 2 regularly informed of the German battlecruiser's movements, allowing it to maintain an interception course.

## ENTER DUKE OF YORK

Shortly after 1615 *Duke of York*'s surface warning radar picked up *Scharnhorst* at a range of some 25 miles, identifying *Belfast* shadowing at a distance astern shortly after. The range closed rapidly and, just before 1650, the two Royal Navy ships illuminated the battlecruiser with starshells. Appearing of enormous length and of silver-grey colour to British observers, *Scharnhorst* – with her main armament trained fore and aft – had seemingly been taken completely unawares by the arrival of the British capital ship. Both *Duke of York* and *Jamaica* opened fire at around 12,000 yards range.

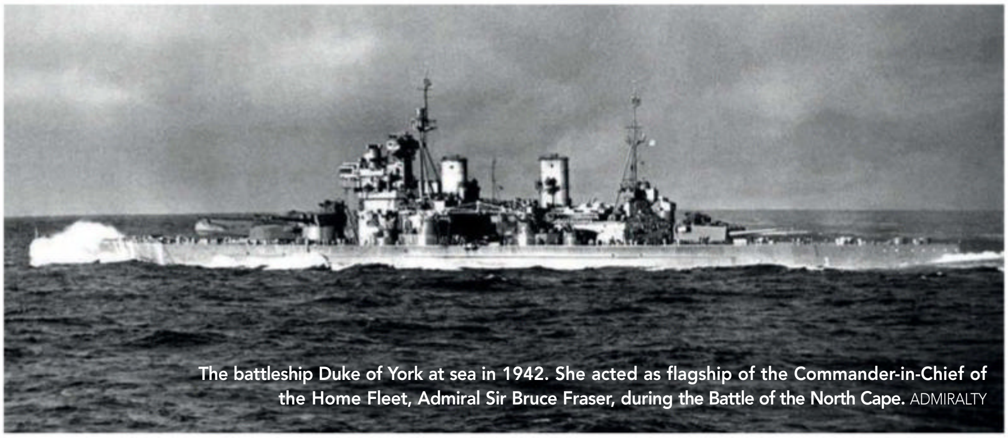
There followed a long eastwards chase. *Duke of York* scored hits with her early salvos, most notably disabling *Scharnhorst*'s 'A' or 'Anton' turret, and forcing the partial flooding of 'B' ('Bruno') magazine. However, the German ship's speed was undiminished and the range between the opposing forces steadily opened. An atmosphere of frustration and disappointment enveloped the British ships as it seemed increasingly likely that *Scharnhorst* would get away.

Despite these concerns, *Duke of York*'s radar-directed fire had proved remarkably accurate and a series of damaging hits had been scored. One, which hit just as



**The cruiser Belfast served as flagship of Vice-Admiral Robert Burnett, the commander of Force 1 during the Battle of the North Cape.** ADMIRALTY

**The cruiser Jamaica is widely credited with firing the spread of torpedoes that finally sent Scharnhorst to the bottom. This photo was taken at Scapa Flow in 1944.** ADMIRALTY



**The battleship Duke of York at sea in 1942. She acted as flagship of the Commander-in-Chief of the Home Fleet, Admiral Sir Bruce Fraser, during the Battle of the North Cape.** ADMIRALTY the British battleship checked fire around 1820 due to the ever-increasing range, detonated in *Scharnhorst*'s No.1 boiler room, temporarily reducing her speed to just ten knots. This allowed the accompanying British destroyers to launch a series of torpedo attacks.

A number of these weapons found their mark, permanently crippling the German ship. However, the fighting was not all one-way. The destroyer *Saumarez* suffered considerably from the attentions of *Scharnhorst*'s secondary armament, losing 11 of her crew to splinters after a shell passed through her director.

*Scharnhorst* was, however, now clearly doomed and the British ships closed in for the kill. The battlecruiser was pummelled by gunfire and subjected to a series of further torpedo attacks from the cruisers and destroyers as her speed slowed to a crawl.

It is widely believed that it was two hits from a triple spread fired from *Jamaica*'s starboard tubes at 3,750 yards at around 1940 that finally sent *Scharnhorst* to her doom. However, a number of ships launched torpedoes at this time. It is therefore difficult to be certain which ship landed the fatal blow.

## A BRAVE ENDING

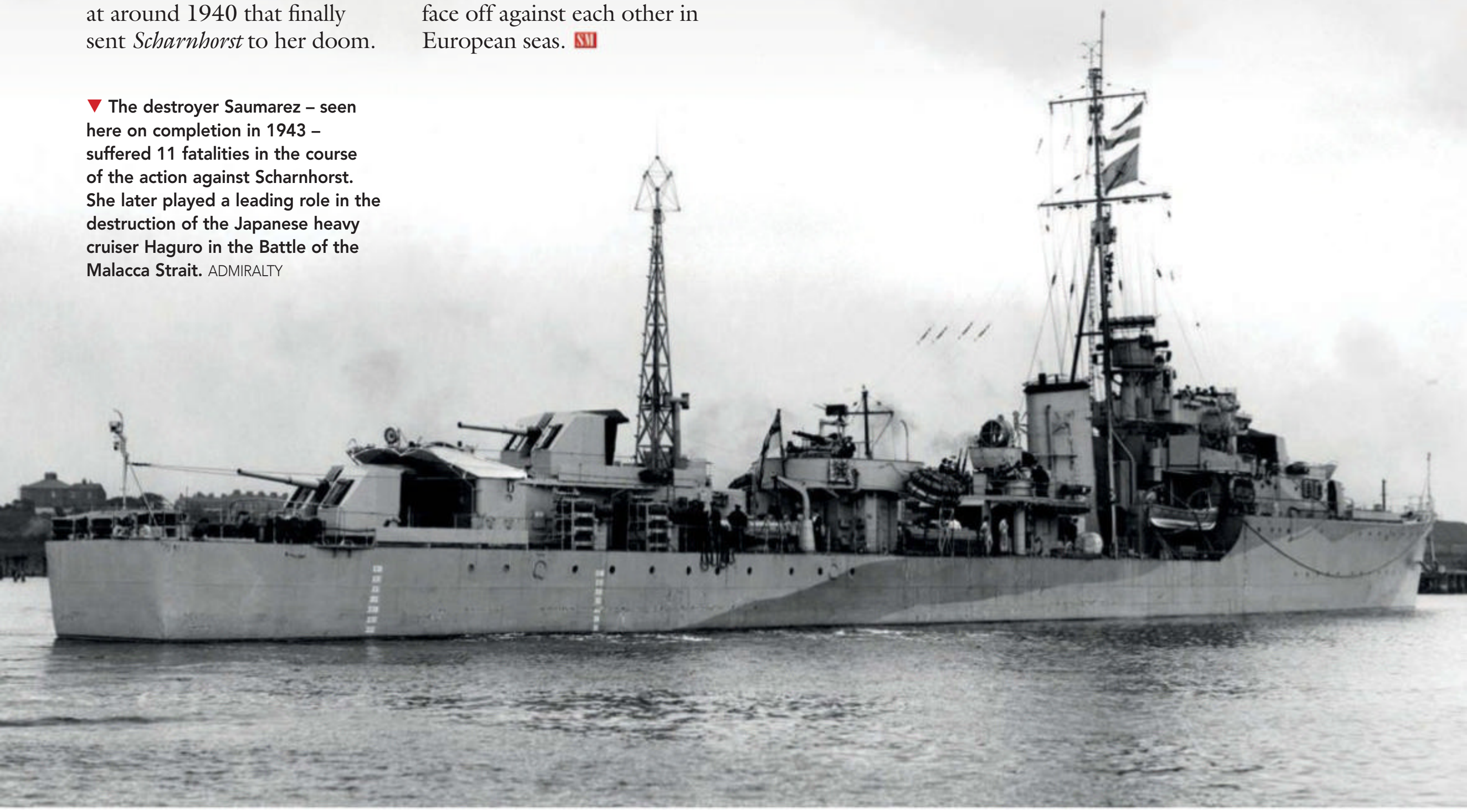
Obscured by smoke, *Scharnhorst* finally slipped beneath the waves around 1945 on the evening of 26 December. While many of her crew managed to escape the vessel, their chances of survival in the Arctic waters were slim and few survived, none being more senior than an acting petty officer. By contrast, British casualties and materiel harm had been slight, and the damage to *Duke of York* was only superficial and limited to her masts.

*Scharnhorst* had fought a brave last battle against unbeatable odds. In addition to the Royal Navy's numerical superiority, the British ships' technological prowess – particularly in the field of radar – had provided a significant advantage. The Battle of the North Cape also marked the end of an era. Never again would battleships face off against each other in European seas. SM

▲ **The destroyer Musketeer, pictured in 1942, was one of a number of ships involved in the final melee that resulted in Scharnhorst's destruction.** ADMIRALTY

▲ **A rare photo of Duke of York taken shortly after the Battle of the North Cape. The engagement effectively marked the end of the battleship era in European waters.** AUTHOR'S COLLECTION

▼ **The destroyer Saumarez – seen here on completion in 1943 – suffered 11 fatalities in the course of the action against Scharnhorst. She later played a leading role in the destruction of the Japanese heavy cruiser Haguro in the Battle of the Malacca Strait.** ADMIRALTY



# CAPTAIN DANNY LYNCH

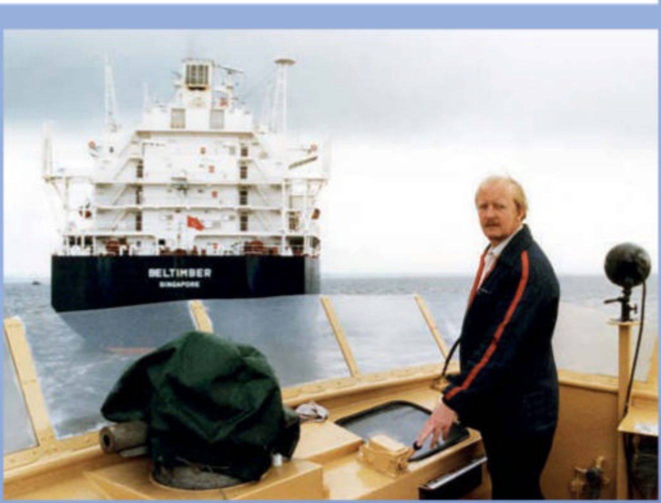
## SOUTH WALES TUG MASTER

**Malcolm Cranfield pays tribute to Captain Danny Lynch, a well-respected tug master from Newport, whom the author first met in November 1964 when he was invited by the late W.D. (Des) Harris, a ship photographer from Penarth, to come on board for a trip out from Newport with Danny.**

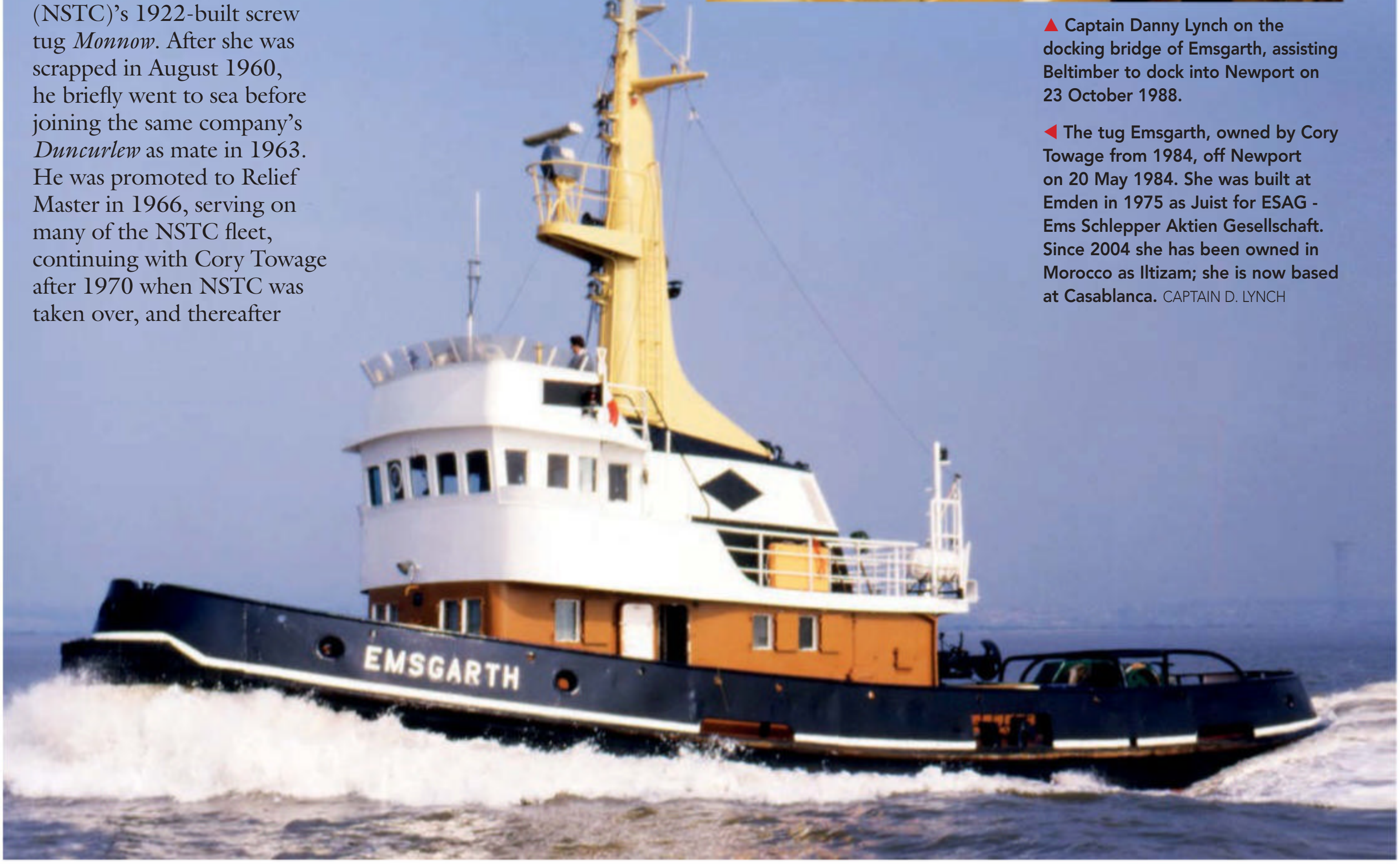
A keen ship photographer, Captain Danny Lynch was happy to encourage like-minded enthusiasts and, in that era, was able to take them out on his tugs with the owner's permission so that they could see his tug working first-hand, as well as some of the ships being manoeuvred.

Danny started work in October 1958, at the age of 15, as a deck boy on Newport Screw Towing Company (NSTC)'s 1922-built screw tug *Monnow*. After she was scrapped in August 1960, he briefly went to sea before joining the same company's *Duncurlew* as mate in 1963. He was promoted to Relief Master in 1966, serving on many of the NSTC fleet, continuing with Cory Towage after 1970 when NSTC was taken over, and thereafter working along the coast of South Wales, as well as assisting at Portbury and Avonmouth ports as required.

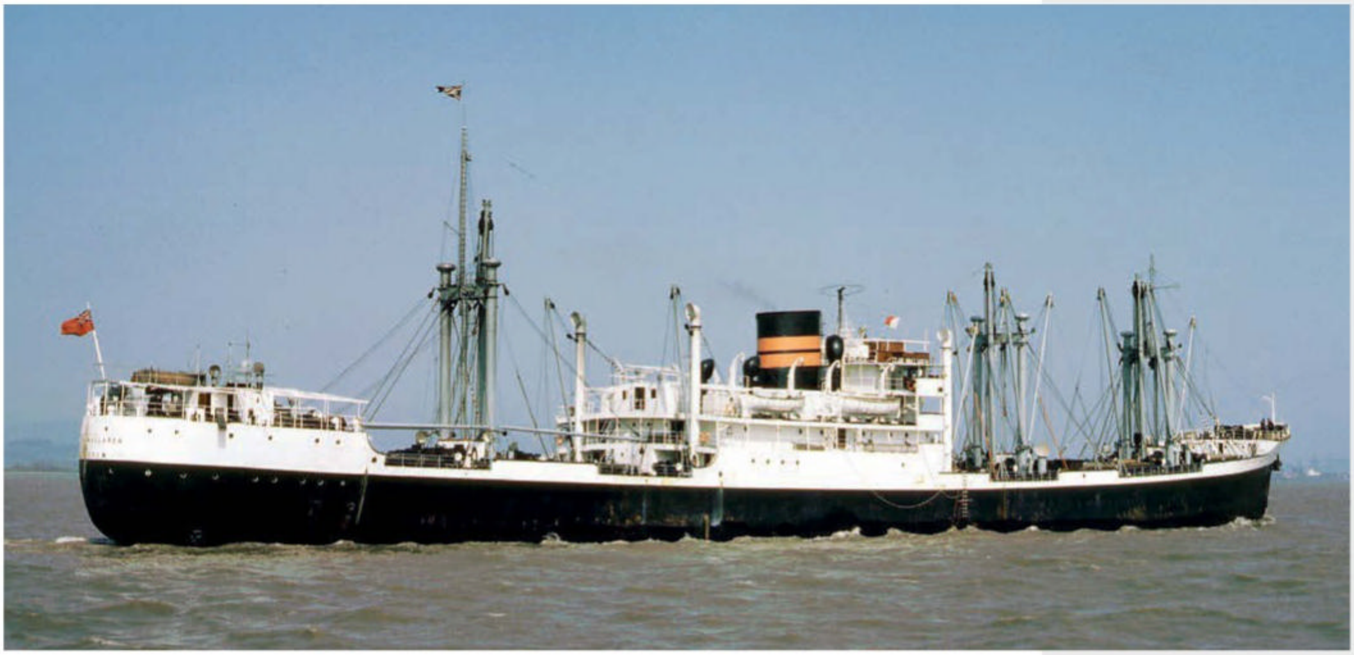
In 1993 Danny joined West Coast Towing (UK) Ltd when it started operations at Newport, later moving to its Swansea base to handle ships calling at Port Talbot. After West Coast was taken over by Wijsmuller in 2001, and then by Svitzer in 2002, Danny returned to



▲ Captain Danny Lynch on the docking bridge of Emsgarth, assisting Beltimber to dock into Newport on 23 October 1988.

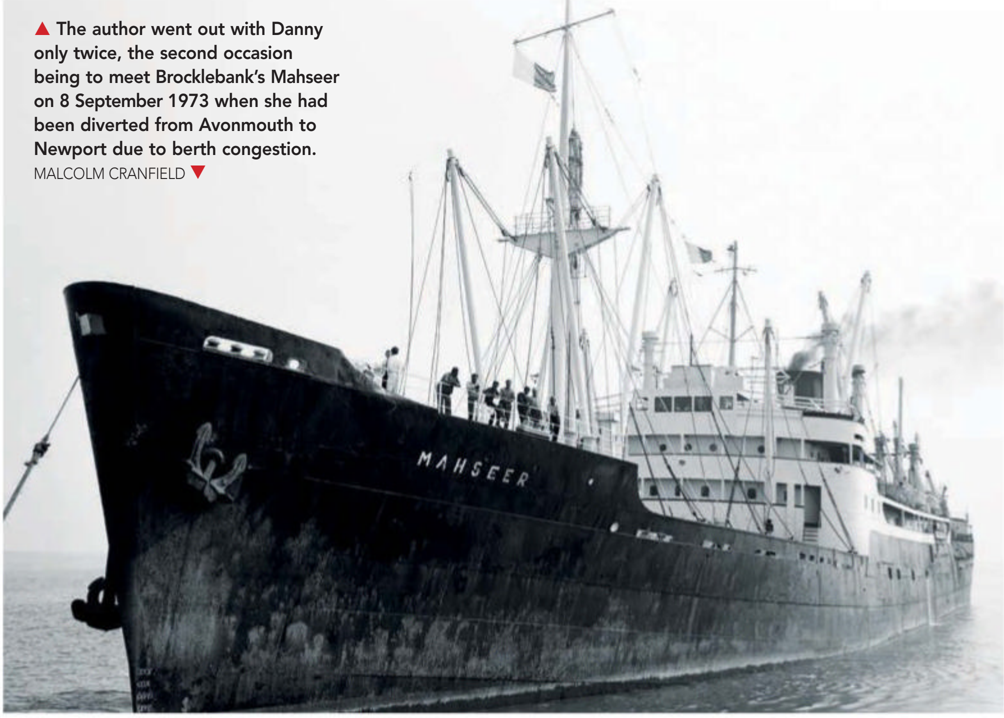


◀ The tug Emsgarth, owned by Cory Towage from 1984, off Newport on 20 May 1984. She was built at Emden in 1975 as Juist for ESAG - Ems Schlepper Aktien Gesellschaft. Since 2004 she has been owned in Morocco as Iltizam; she is now based at Casablanca. CAPTAIN D. LYNCH



▲ Nigel Jones experienced many memorable occasions with Danny, for example going out with him to meet Clan Maclaren arriving at Newport on 20 April 1976. He recalls that there was a light easterly breeze, with the spring sunshine having burnt off most of the early morning haze. As usual with Danny, the approach, locking in and docking at Newport was faultless. When the accompanying photograph was taken, Danny's tug was moving in closer to the ship to receive her stern rope. NIGEL JONES

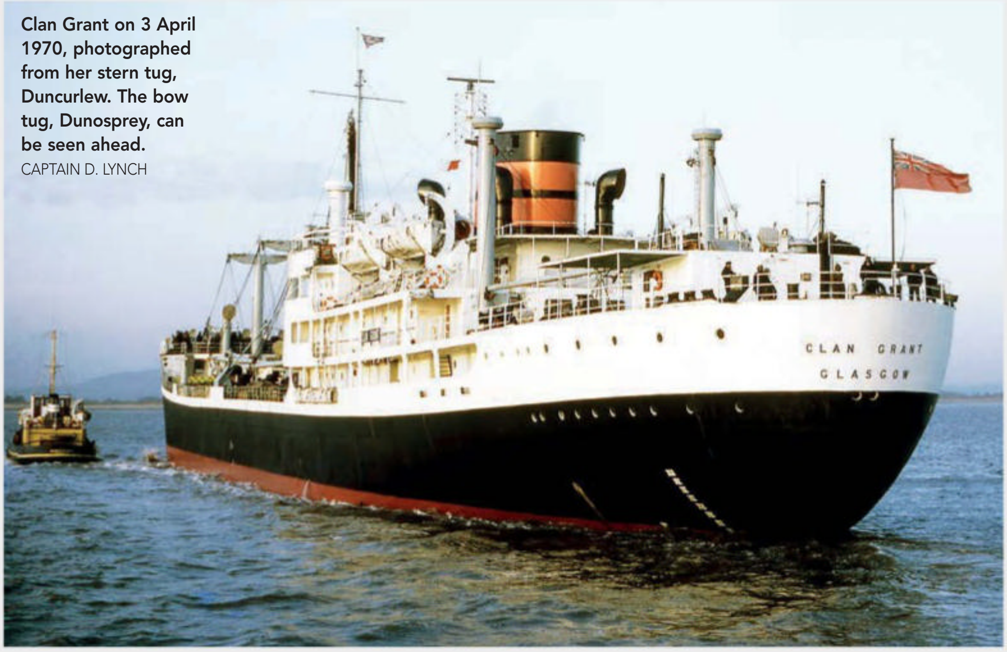
▲ The author went out with Danny only twice, the second occasion being to meet Brocklebank's Mahseer on 8 September 1973 when she had been diverted from Avonmouth to Newport due to berth congestion.
MALCOLM CRANFIELD ▼



the Cory Towage-operated ports to assist when extra tugs were needed. He retired in 2011, when he was master of the Swansea-based *Dalegarth*.

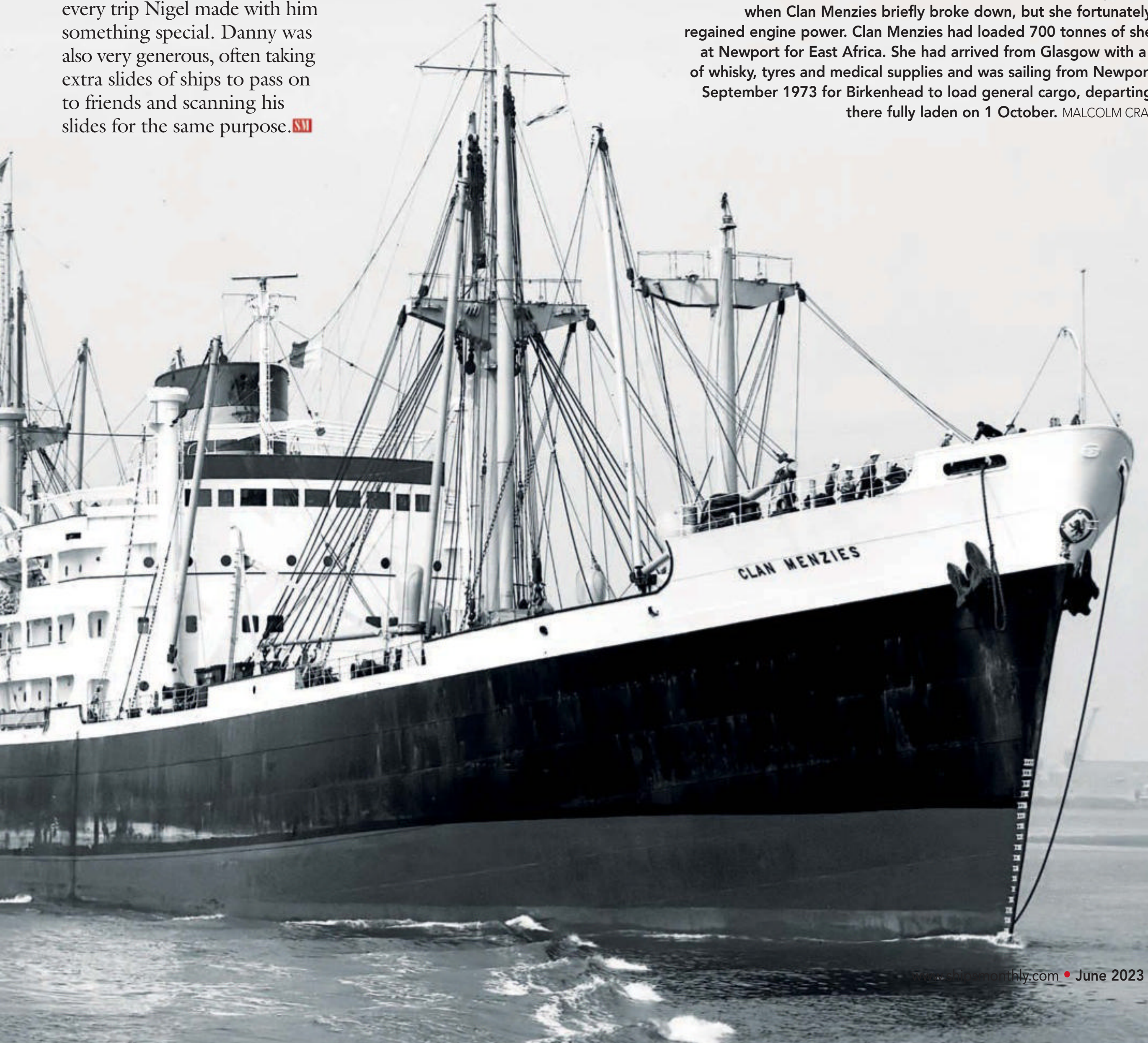
Nigel Jones, also from Penarth but now living in the Philippines, was introduced to Danny by Des Harris in the late 1960s and spent many happy hours with him aboard the tugs, not only at Newport but also at Swansea, Port Talbot, Barry and Cardiff. He always felt that it was a great privilege to be invited by Danny aboard his tug for the day.

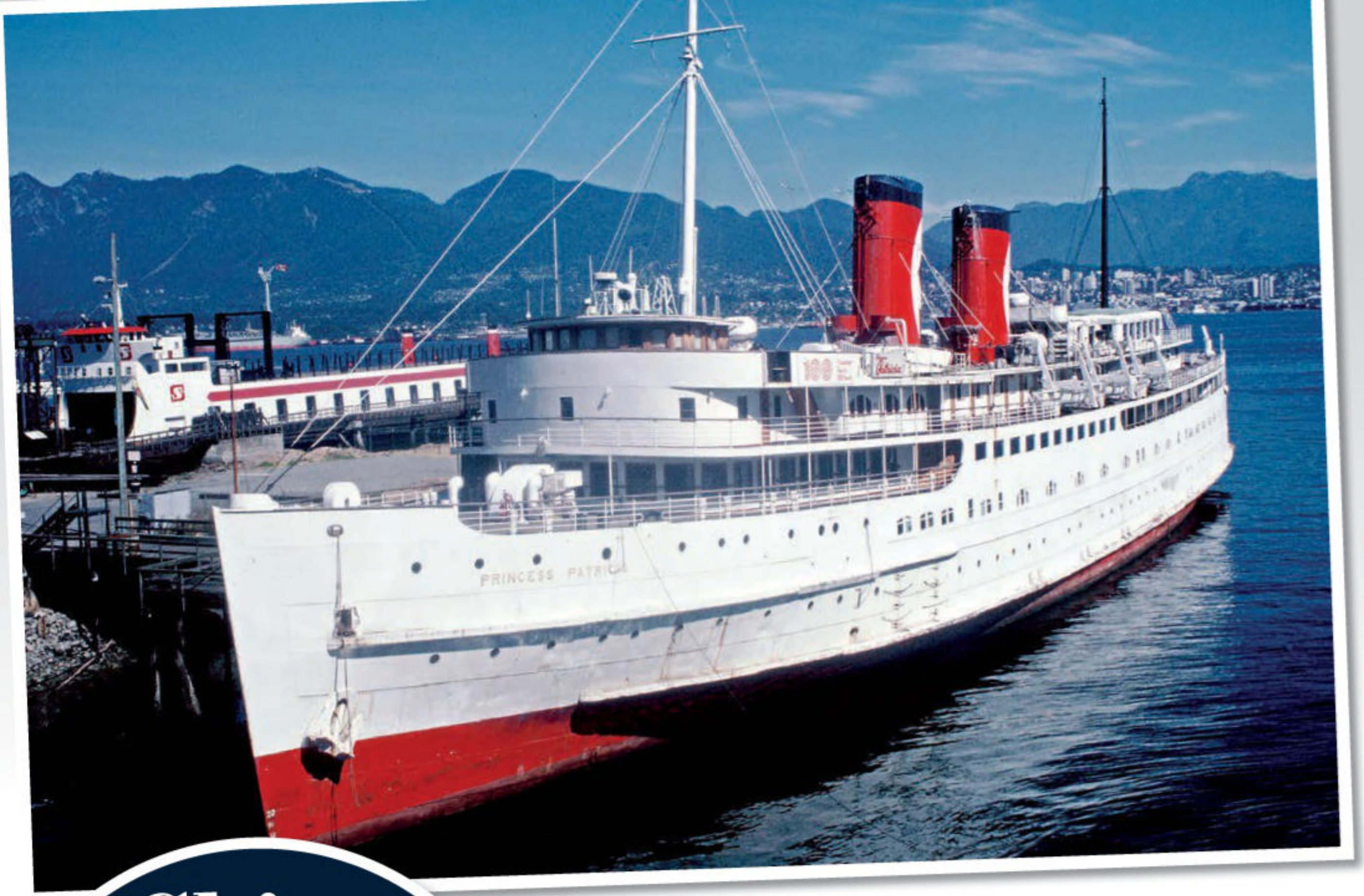
Furthermore, being a highly experienced tug skipper, Danny knew exactly where to manoeuvre his tug into positions to get the best shots without ever compromising safety. Moreover, Danny's genial character and quick wit made every trip Nigel made with him something special. Danny was also very generous, often taking extra slides of ships to pass on to friends and scanning his slides for the same purpose.



**Clan Grant on 3 April 1970, photographed from her stern tug, Duncurlew. The bow tug, Dunosprey, can be seen ahead.** CAPTAIN D. LYNCH

**▼ Before attending Mahseer, Danny's tug was on the bow of the outbound Clan Menzies. Plans to attend Mahseer were put in doubt when Clan Menzies briefly broke down, but she fortunately soon regained engine power. Clan Menzies had loaded 700 tonnes of sheet tin at Newport for East Africa. She had arrived from Glasgow with a cargo of whisky, tyres and medical supplies and was sailing from Newport on 8 September 1973 for Birkenhead to load general cargo, departing from there fully laden on 1 October.** MALCOLM CRANFIELD





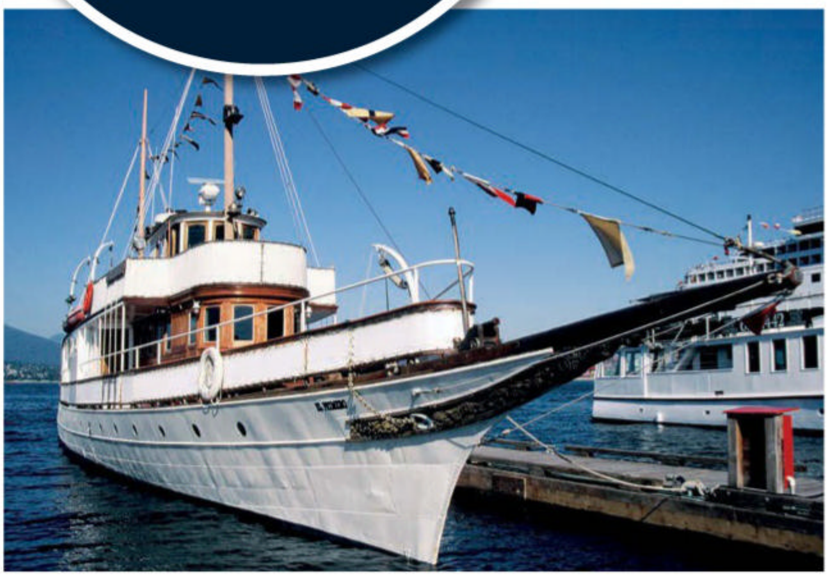
Ships MONTHLY

# MARITIME MOSAIC

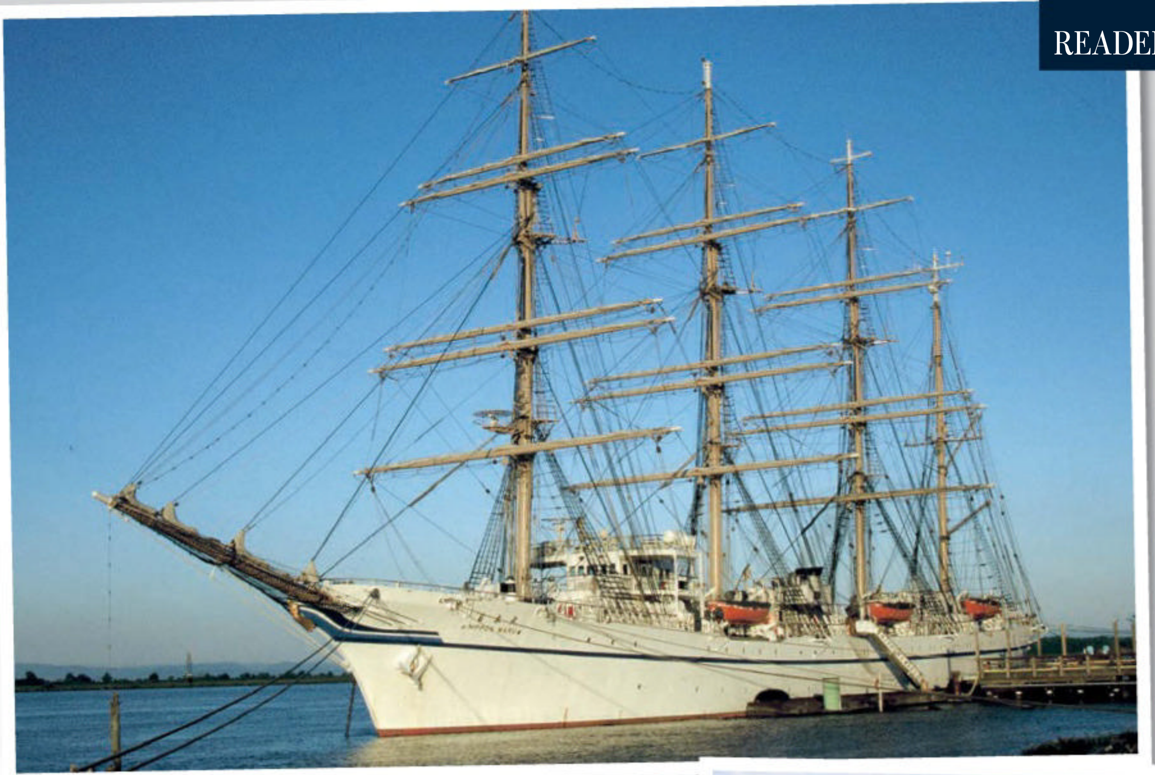
## VANCOUVER

The Port of Vancouver, on the west coast of Canada, attracts a wide variety of vessels, as John Wilson's photographs from a couple of decades ago show. The Port is home to 29 major terminals and handles the most diversified range of ships in North America, including containers, breakbulk, liquid bulk, automobile and cruise ships. It is Canada's gateway to over 170 trading economies round the world, and is linked to major railroads and highways in Canada and the USA.

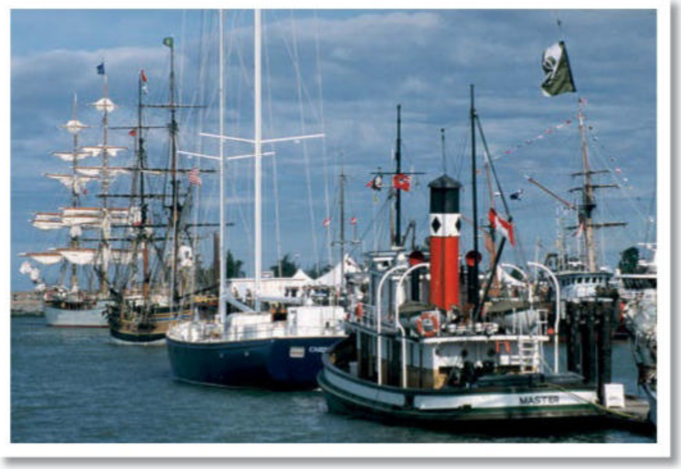
▲ The ferry Princess Patricia was built for the Canadian Pacific Railroad in 1949 at the Fairfield Shipyards in Glasgow for use on the West Coast of British Columbia. The 5,600gt ship was used for day service on the Seattle, Victoria and Vancouver triangle route and carried up to 2,000 passengers. In 1963 she was renovated at the Yarrows Shipyard in Victoria for cruising in Alaska, carrying up to 347 passengers. In the winter she was chartered by Pacific Cruise Lines of Seattle and operared between California and Mexico. Retired from cruise service in 1978, she was used as a hotel ship from 1986, being scrapped in 1995.



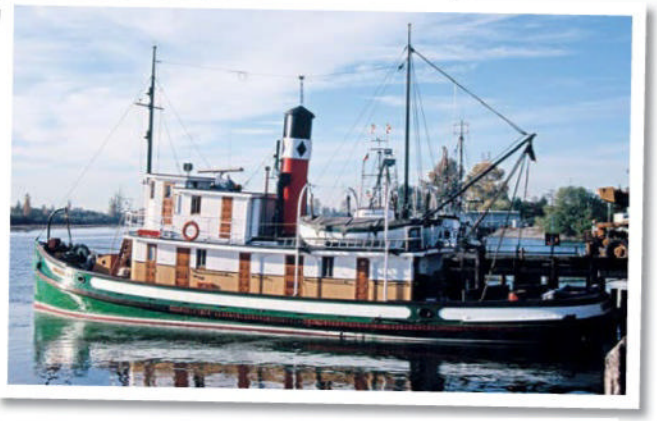
◀ El Primero was the first steam yacht built on the west coast of America, being completed by the Union Iron Works in San Francisco, California in 1893. In 1906 the yacht was sold to Chester Thorne and based in the Puget Sound area near Seattle. The yacht was wagered as a bet in a dice game and became the property of newspaper publisher Sam Perkins. El Primero transported four American presidents during World War II and was used as a patrol vessel by the US Navy. In 1955 the ship was sold and converted to diesel and used by Puget Sound Excursion Lines until 2000.



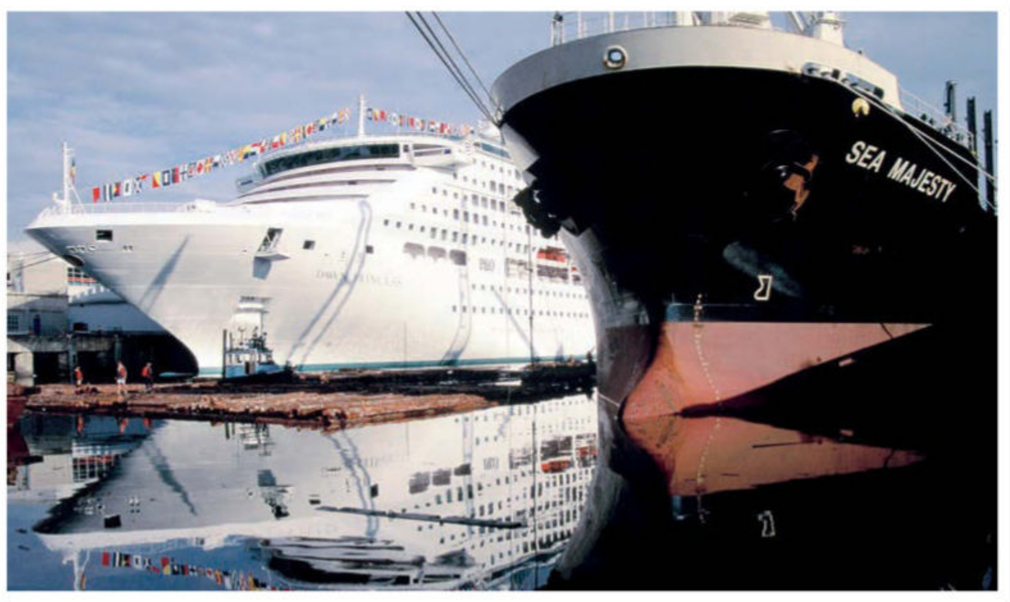
◀ Nippon Maru, pictured in 2002, is a steel-hulled training ship built in 1984 and rigged as a four-masted barque. She is 363ft in length and has two diesel engines. Built by Sumitomo Heavy Industries and owned by the Japanese Government National Institute for sea training, she was built as a replacement for the 1930-built Nippon Maru and carries a crew of 70 and a training complement of 120 Merchant Marine Cadets.



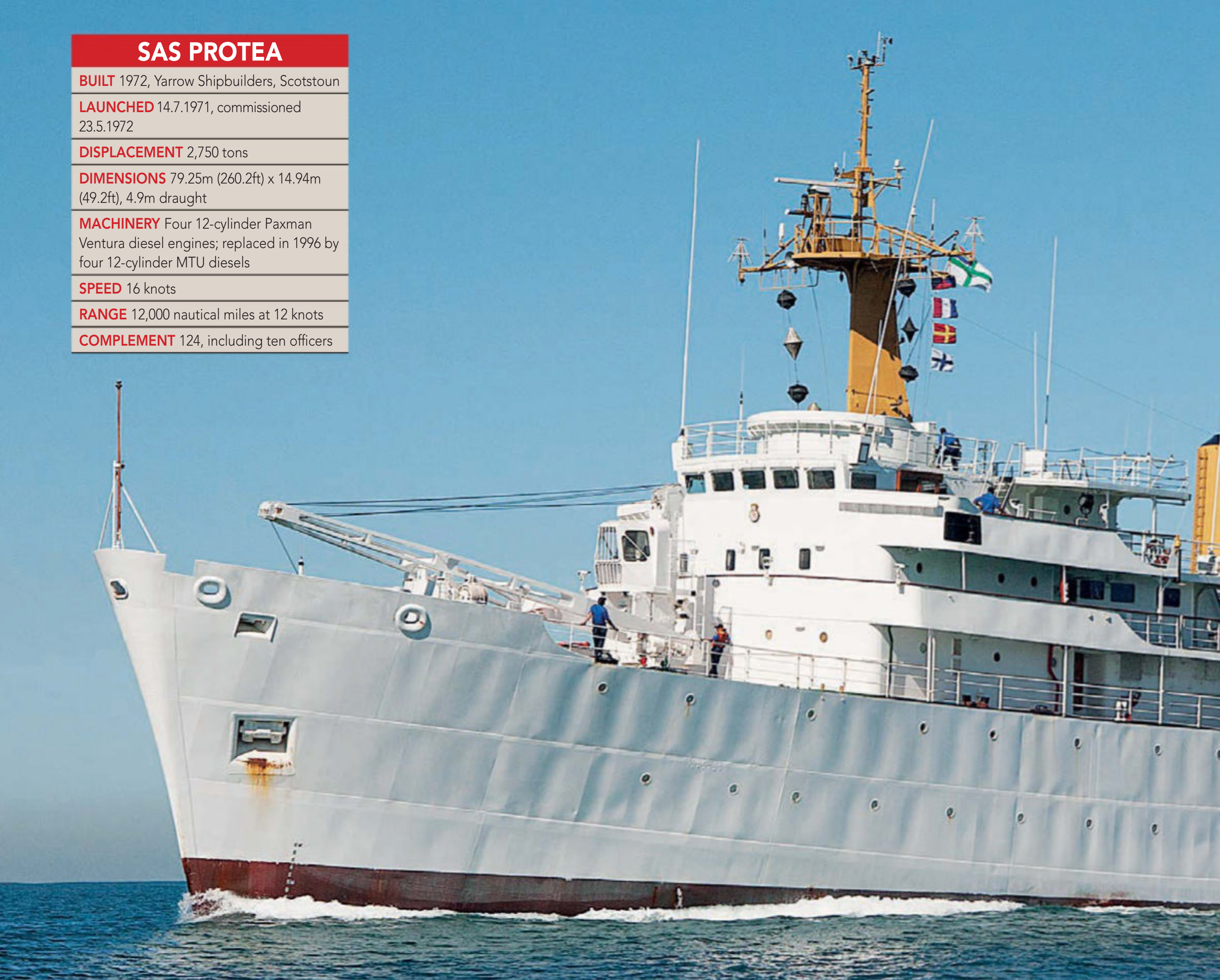
▲ The Tall Ships festival held in 2002 in the fishing town of Steveston, near Vancouver. At the front of the line-up is the three-masted barque Europa (1911), which was restored in 1994 and based in the Hague, Netherlands. Next is Lady Washington, a two-masted replica brig based in Grays Harbour, Washington State.



▲ The 1922-built wooden-hulled tug Master at the Beach Avenue Shipyard at False Creek, Vancouver. Used mainly for log and general towing services on the British Columbia coast by various companies until 1959, she was put up for sale as scrap in 1962. Members of the World Ship Society of Western Canada rescued her for $500 and restored her to her former glory.



▶ The cruise ship Dawn Princess was built in 1997 by Fincantieri in Italy for Carnival and operated by P&O Cruises Australia, being renamed Pacific Explorer in 2017. In this photo taken from 1998 she is pictured docked at the Ballantyne pier alongside the bulk carrier Sea Majesty (1997). The bulker is being loaded with logs from the British Columbia forest industry for export. Between the vessels is a log-boom manned by boom-men, who wear spiked boots to keep their balance while moving the logs into position for loading.



| SAS PROTEA | |
|---|---|
| **BUILT** | 1972, Yarrow Shipbuilders, Scotstoun |
| **LAUNCHED** | 14.7.1971, commissioned 23.5.1972 |
| **DISPLACEMENT** | 2,750 tons |
| **DIMENSIONS** | 79.25m (260.2ft) x 14.94m (49.2ft), 4.9m draught |
| **MACHINERY** | Four 12-cylinder Paxman Ventura diesel engines; replaced in 1996 by four 12-cylinder MTU diesels |
| **SPEED** | 16 knots |
| **RANGE** | 12,000 nautical miles at 12 knots |
| **COMPLEMENT** | 124, including ten officers |

# CELEBRATES HALF A CENTU

**The Hecla class hydrographic survey vessel SAS Protea marked half a century of service with the South African Navy in May 2022. Cdr Leon Steyn, Historian of the South African Naval Museum, looks back at the vessel's career.**

The South African Navy celebrated a notable achievement on 23 May 2022, when its Hecla class hydrographic survey vessel, SAS *Protea*, marked 50 years in service, becoming the first South African naval vessel to reach this milestone, ahead of the Bar class boom defence vessel SAS *Somerset* and the Ton class minesweeper SAS *East London*, which each accumulated 43 years of service. But, compared to other ships of the Navy, *Protea* has had a particularly active period of uninterrupted service.

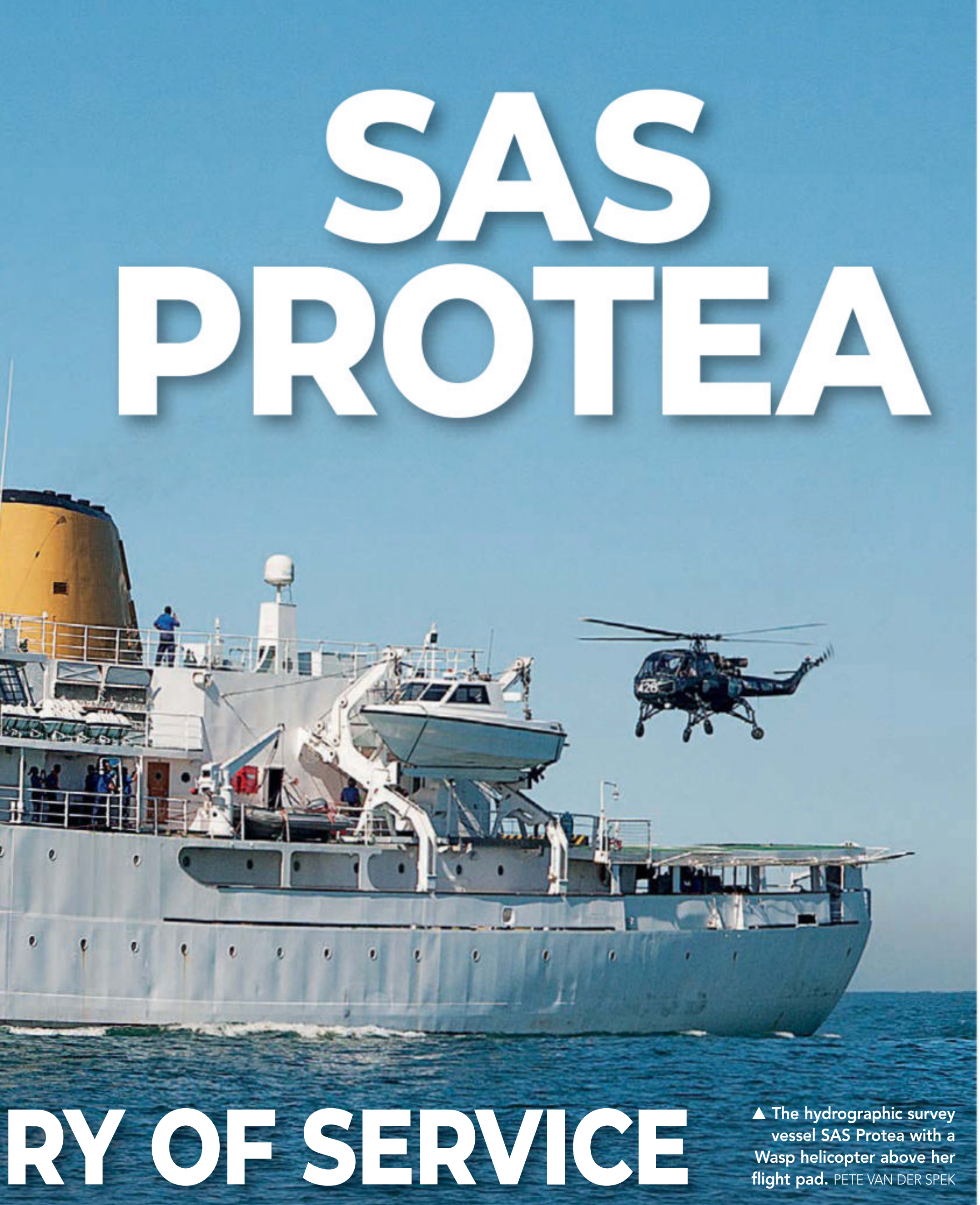
She is the latest in a long line of hydrographic survey vessels to have seen service with the South African Hydrographic Office. Since 1922 the Office has operated no fewer than five such vessels, as it has played a leading role in the international field of hydrography for many years. One of the SA Navy's former hydrographers, Captain Abri Kampfer, was awarded the international Alexander Dalrymple Prize in 2009 and currently serves as director of the International Hydrographic Organization in Monaco.

## FOUR PROTEAS

Four ships named *Protea* have served with the South African Naval Service (SANS), which was established on 1 April 1922 and is widely regarded as the forerunner of the South African Navy. One of the first vessels the SANS acquired was the hydrographic survey vessel HMSAS *Protea*, formerly HMS *Crozier*, which entered service in 1922.

This first *Protea* served as a hydrographic ship for more than ten years, until the Great Depression of the early 1930s forced the SANS to decommission the vessel. The

# SAS PROTEA



▲ The hydrographic survey vessel SAS Protea with a Wasp helicopter above her flight pad. PETE VAN DER SPEK

## RY OF SERVICE

economic situation caused by the depression was so dire that the SANS virtually ceased to exist.

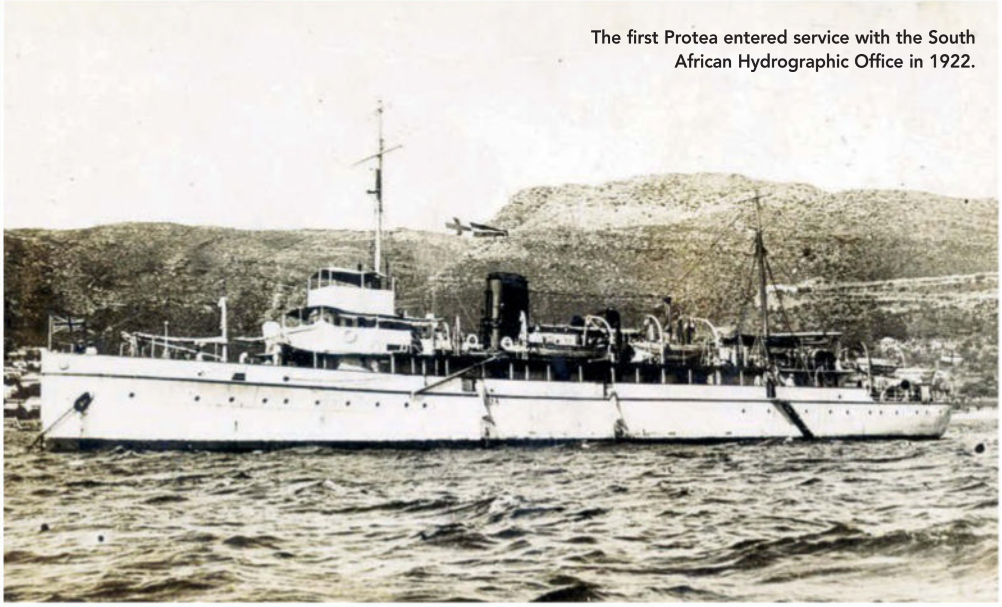
The outbreak of World War II in September 1939, however, led to a rapid expansion of the navy and the establishment of the Seaward Defence Force and subsequent SA Naval Forces (SANF). Hydrographic work was temporarily suspended during the war years, with the second *Protea* being used as an anti-submarine vessel. One of many commercial whalers and fishing trawlers converted to serve in the SANF, *Protea* (II) operated in the Mediterranean and, on 11 July 1942, in a joint effort, attacked and sank the Italian submarine *Ondina*. The battle honours that were subsequently awarded to this vessel have been carried forward to the other *Proteas*.

The SA Navy restarted hydrographic survey work after the war using the former corvette HMS *Rockrose*, which was acquired and rebuilt in Durban for this purpose. Renamed SAS *Protea* (III), she rendered valuable service from 1950, but was replaced after only seven years, as her technology was made obsolete by another converted vessel, the former Loch class frigate SAS *Natal*. A Ford class seaward defence boat, SAS *Haerlem*, was similarly converted into an inshore survey vessel in 1963 to support *Natal* and continued in that capacity until 1985.

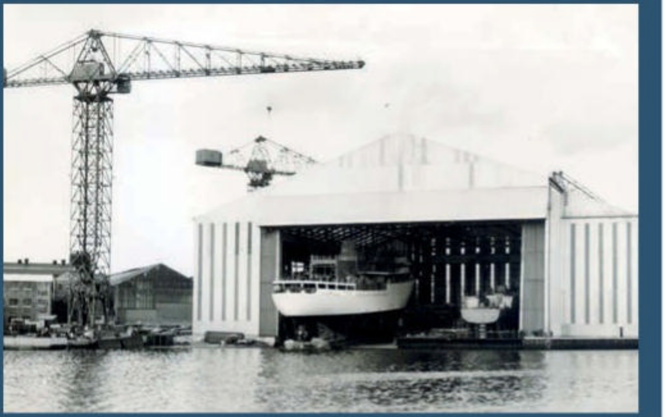
### BUILT IN SCOTLAND

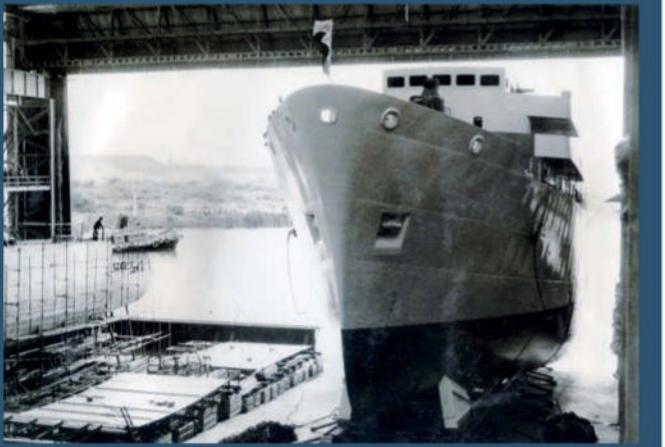
A close association with Scotland was renewed in 1969, when a contract was signed between the South African government and Yarrow Shipbuilders for the construction of the Navy's first purpose-built hydrographic survey vessel. Yarrow had also delivered two of the South African Navy's three Type 12 frigates, SAS *President Kruger* and *President Pretorius*, in the early 1960s.

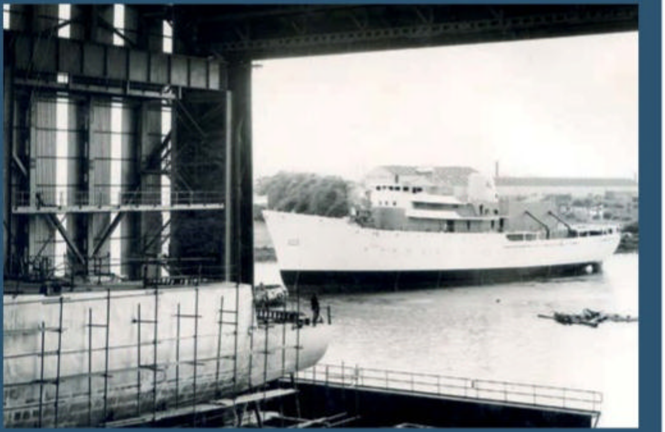
As a result of the South African government's policy of apartheid, which saw



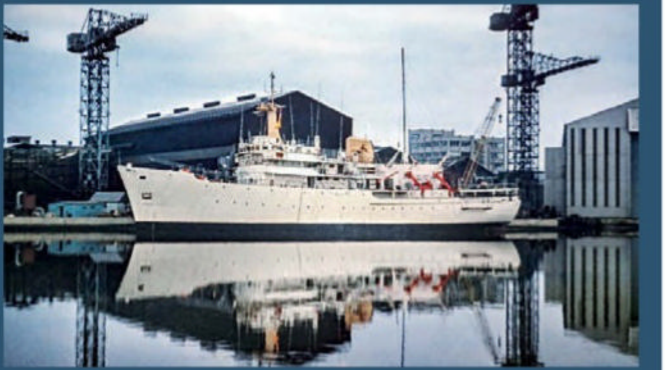
The first Protea entered service with the South African Hydrographic Office in 1922.







▲ **Three photographs taken during the launch of SAS Protea at the Yarrow shipyard on the Clyde in July 1971.** SA NAVY MUSEUM



▲ **SAS Protea being fitted out at the Yarrow shipyard on the river Clyde on 19 February 1972.** SA NAVY MUSEUM

the country being isolated internationally and affected by arms boycotts, the new Hecla class hydrographic survey vessel was in fact the last British-built ship that was constructed for the SA Navy.

An SAN project team left for Glasgow at the end of 1969 to oversee construction of the new ship. The keel of the new vessel was laid down in March 1970, but construction was repeatedly interrupted by strikes at the shipyard. On 4 July 1971 the new vessel was launched on the River Clyde and christened SAS *Protea*, becoming the fourth ship to bear that name.

The new vessel cost the government R6 million, but was in all respects a major improvement on the old SAS *Natal*, which was withdrawn from service in March 1972. The new ship measured 79.25m by 14.94m wide with a full load displacement of 2,750 tons. She was powered by four 12-cylinder Paxman Ventura diesel engines, giving a top speed of 16 knots and a range of 12,000 nautical miles at 12 knots. The vessel was not armed, but was equipped with a flight deck and hangar large enough for a Wasp or Alouette helicopter.

As with other hydrographic vessels, the hull was painted white and, in later years, *Protea* was fondly given the moniker 'the white lady'. The crew consisted of 18 officers and 114 sailors, which included 45 black members of the South African Cape Corps, one of the first instances of racial integration on ships of the SA Navy.

Under the watchful eye of the Yarrow shipyard, the ship commenced sea trials in early May. After further tests and technical adjustments, SAS *Protea* (IV) was officially handed over to the SAN and commissioned on 23 May 1972 under the command of Captain Arthur Fawthrop.

The ship sailed to Portland naval base, where she completed operational evaluation trials. On 6 June she headed south for the long voyage to South Africa, which included calls at Lisbon, Las Palmas, Luanda and Walvis Bay, before her arrival in Simon's Town on 14 July 1972.

## REMOTE ISLANDS

Apart from her primary role as a hydrographic survey ship, SAS *Protea* (IV) has undrtaken a wide variety of other roles and proved to be one of the most versatile ships in SAN service. Her long range, ability to navigate in ice, cargo capacity and helicopter make her suitable for working in the remote islands of the South Atlantic and Southern Ocean. Shortly after the ship reached home in 1972, she sailed to Tristan da Cunha to provide medical supplies and assistance to the inhabitants of the isolated island.

The first of many visits to Marion Island followed in 1974, when a number of observation huts were placed there for scientific research purposes. In 1977 she sailed into the roaring forties again, this time for hydrographic survey work, but also to curb a troublesome cat plague on the island. An international krill research project then took *Protea* further south, to Antarctica, in February 1978, and in the process she became the first SAN ship to sail around the notorious

SAS Protea during a voyage to Antarctica in January 1994. SA NAVY MUSEUM

Cape Horn. In January 1994 she again sailed south to Antarctica and Bouvet Island, notable as on board was the first SAN female officer to ever cross the Antarctic Circle.

## HUMANITARIAN AID

The prestigious SAN Sword of Peace has been awarded to *Protea* on three occasions in recognition of the ship's role in search and rescue operations. The first occurred in May 1978, when 26 crew members of the stranded Japanese fishing trawler *Kayo Maru* were rescued along the inhospitable coast of South West Africa.

In July 1984 *Protea* was sent to Marion Island again, this time to bring the seriously ill leader of the research team back to South Africa. The third award was made in 2005 after *Protea* rescued the crew of the cargo vessel *Kiperousa*, which had foundered off Port Alfred.

Presidential naval reviews were held in 1988, 1992, 1997 and 2008, and *Protea* was a most suitable review vessel from which four presidents observed the ceremonial passing of naval vessels, and answered the salute. On the occasion of the 1997 International Navy Review in Table Bay, which coincided with the Navy's 75th anniversary, 47 ships, including 22 warships from 13 countries, were part of the sail past with, most appropriately, President Nelson Mandela being on board SAS *Protea*.

## A TRUE AMBASSADOR

*Protea* visited no fewer than 16 international destinations in the first seven years of her service, but the government's policy of apartheid and the resulting international opposition and isolation limited the Navy to its own ports for most of the 1980s. Thankfully, a 'change in course' occurred in February 1990, following President F.W. de Klerk's important 'watershed speech'.

This paved the way for political reform in the country and South Africa was soon welcomed back into the international fold. *Protea* was then able to tour, and she left Simon's Town for Portugal as guardship of the 1990 Portnet Dias yacht race, the first time in 18 years that an SA Navy ship had visited Europe.

The Navy was invited to participate in the International Hydrographic Organization Conference in Monaco in May 1992. During an extensive 82-day overseas voyage, *Protea* sailed through the Strait of Gibraltar to Monaco, from where she called at Genoa, Istanbul and Constanta, and sailed back through the Suez Canal to Simon's Town.

As new vessels have entered service, especially the icebreaker SAS *Outeniqua* and four Valour class frigates, *Protea* has been used less. Her last notable international voyage was undertaken in February 2008, when she sailed with the new submarine, SAS *Queen Modjadji I*, from Germany, by when the 'white lady' was starting to show her age.

## REPLACEMENT

A replacement for the 50-year-old *Protea* is currently being built in Durban at the Sandock Austral Shipyards, the same yard that built SAS *Drakensberg*, six strike craft and two minehunters for the navy in the 1980s. The new 95m vessel of approximately 4,000 tonnes is based on the Vard 9 105 design, and is an evolution of the hydrographic survey vessels HMS *Echo* and *Enterprise*. But SAS *Protea* will continue in service as a training ship for the time being, until the new hydrographic vessel enters service.

SAS Protea taking part in Exercise Atlasur in 2018. DEAN WINGRIN

# SHIPSPOTTING

Hook of Holland, at the entrance to Rotterdam port and the Nieuw Waterweg, is one of the best places in Europe to see ships under way. The variety of vessels is considerable, ranging from tankers to bulkers, boxboats to ro-ro cargo ships, and more.

# HOOK OF HOLLAND

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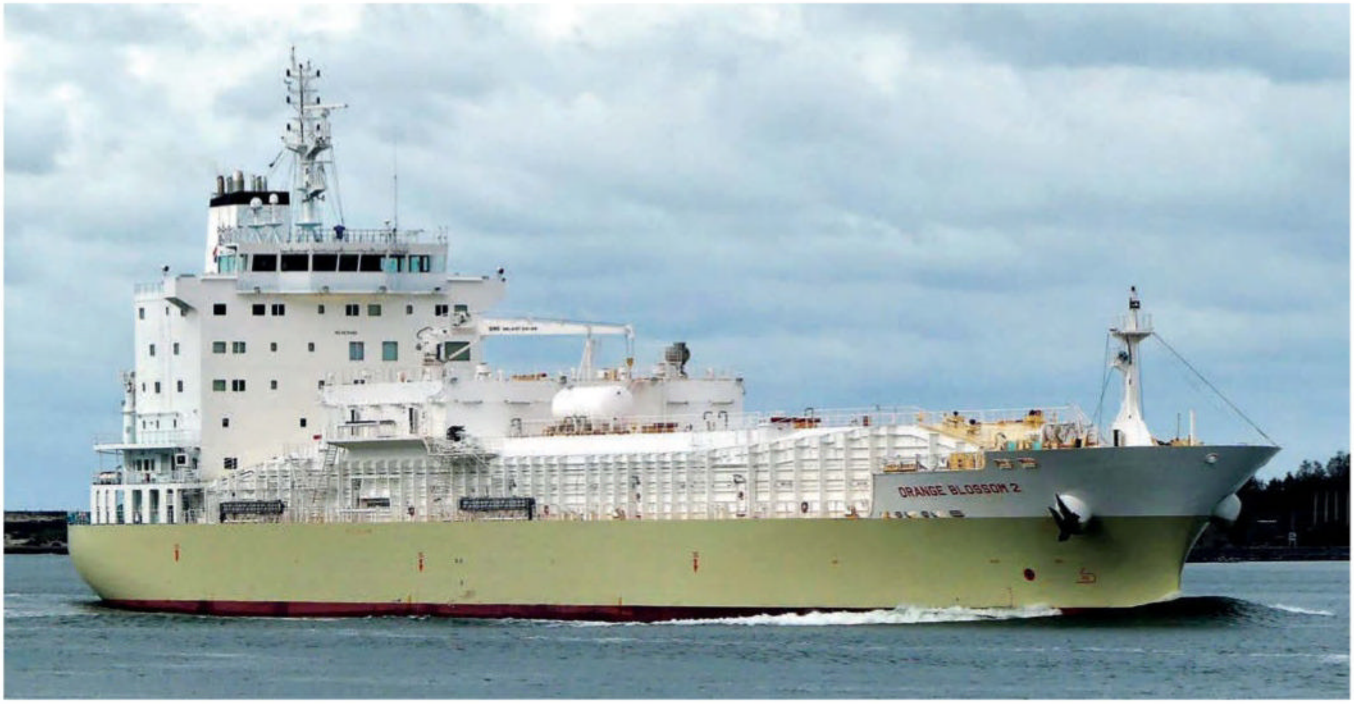

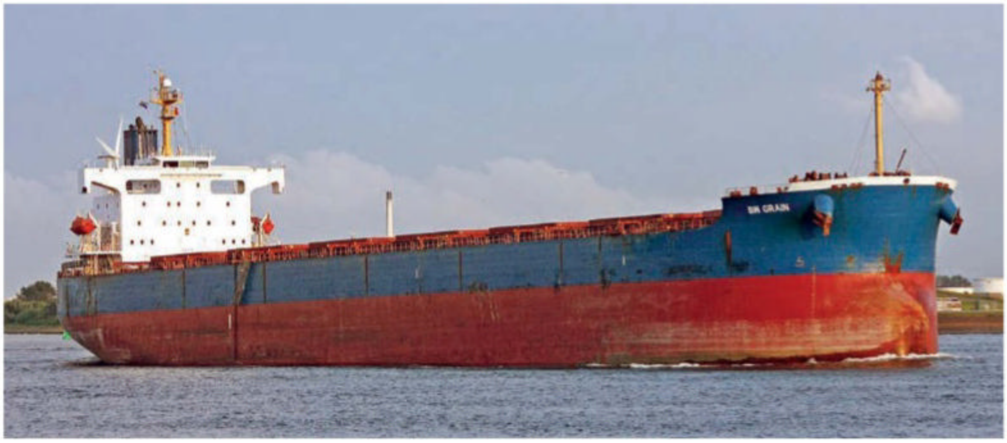

▲ The 2014-built fruit juice tanker Orange Blossom 2 (22,687gt), pictured in September 2021. Built in South Korea, she is owned and operated by Atlanship of Switzerland, her one claim to notoriety coming in 2017 when 34 kilos of cocaine were found inside a metal box lodged in her bow thruster compartment at Santos, Brazil. HASSEL

◀ The 2008-built bulker BW Grain (43,158gt, ex-Nord Navigator) in May 2017. Built in Japan by Tsuneishi Shipbuilding, she was later renamed Songa Grain and is currently trading as Star Bianca under the ownership of Japan's Daiwa Kisen Co Ltd. MICHAEL NEIDIG

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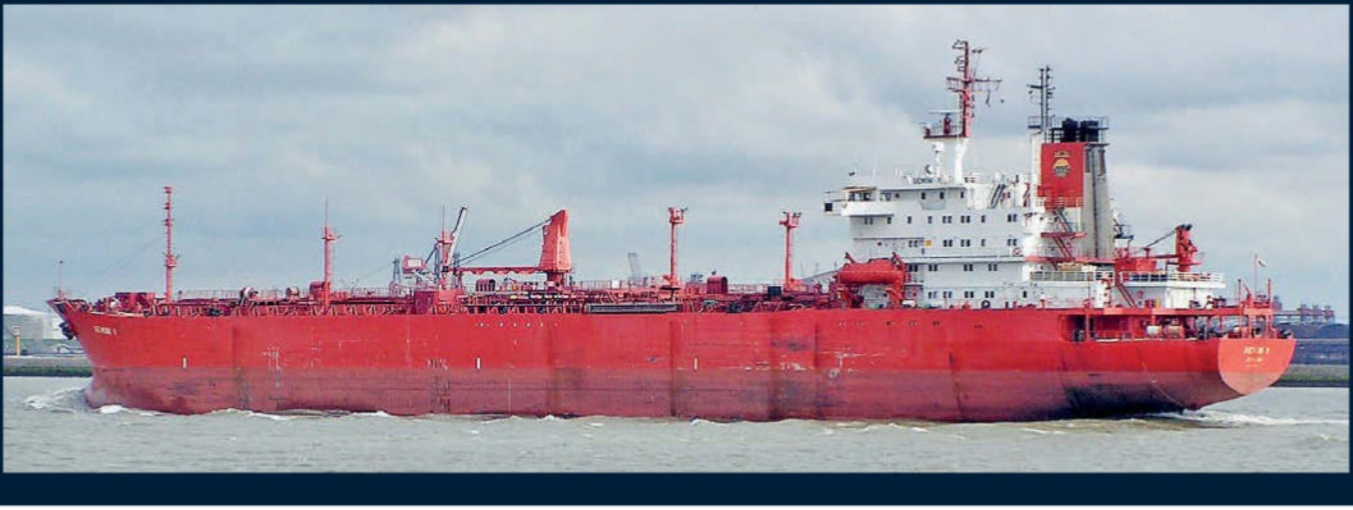
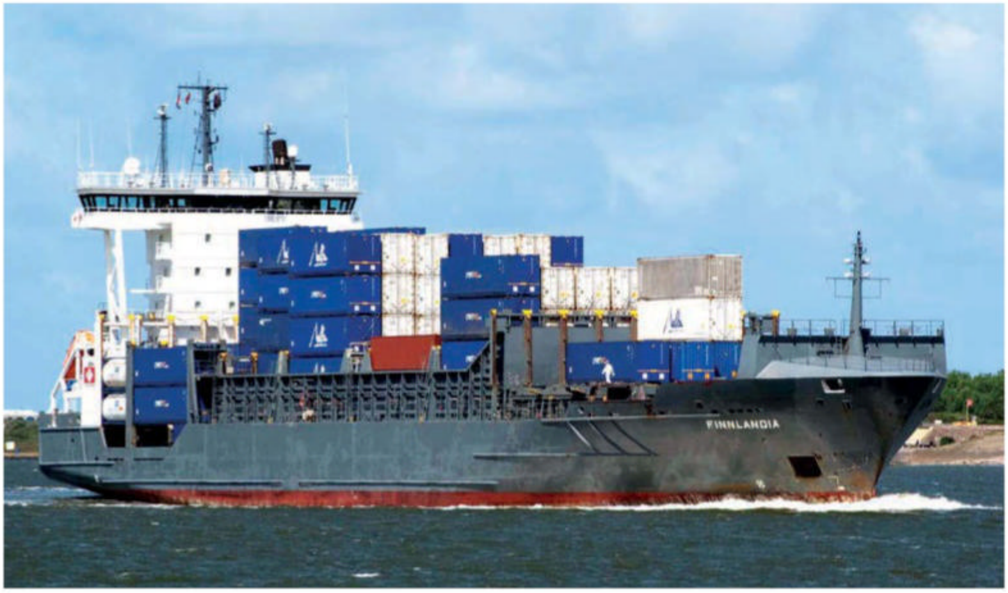
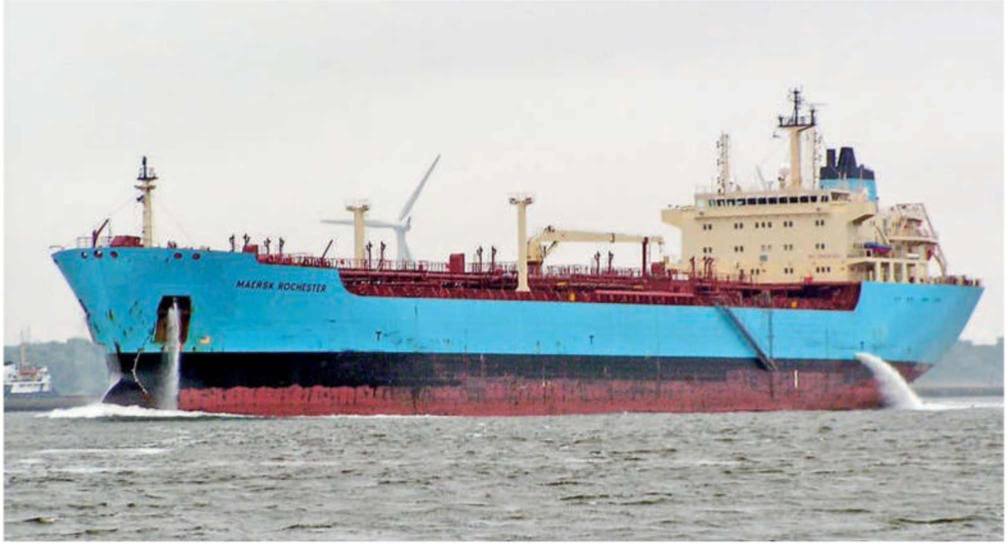


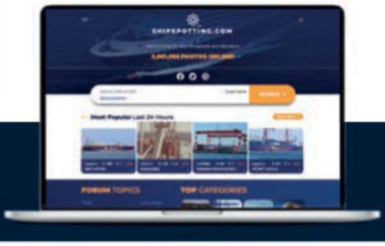
▲ The 1994-built tanker Gemini 1 (21,142gt, ex-Iver Gemini) passing Hook of Holland in May 2005. Built by the Kherson Shipyard, Ukraine for IGT Navigation, she was last owned by Breeze A Marine of Greece (Ancora) and was dismantled in 2014 under the name Breeze A.
MICHAEL NEIDIG



◀ The 9,981gt container ship Finnlandia (ex-OOCL Narva) passing the Hook of Holland in February 2012. Built by Germany's Sietas Schiffswerft at Hamburg in 2004 for Hammonia Reederei as the 22nd vessel in a series of 51 Sietas type no168 ships, and powered by an MAK diesel of 8,399 KW, the 134m by 22m vessel is currently engaged in feeder serve in the Caribbean under the name X Press Shannon.
RIJN N. DE RUITER



◀ The 171m by 27m product tanker Maersk Rochester (22,181gt) was constructed by China's Guangzhou International Shipyard in 2000 for operation by Maersk Tankers. She was renamed Ocean Quest in 2019 and has most recently been sailing as Roxana Shipping's (Greece) Nawras under the flag of Gabon.
SYDNEY SINCLAIR



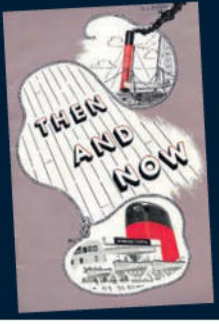
**SHIPSPOTTING.COM**

# UNION-CASTLE'S LAST LINER WINDSOR CASTLE

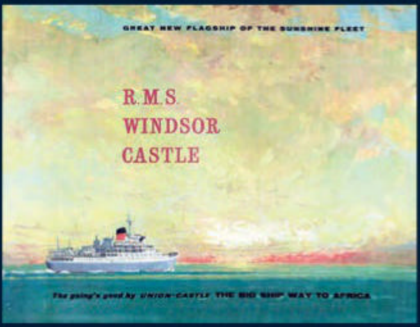
## letter of the month

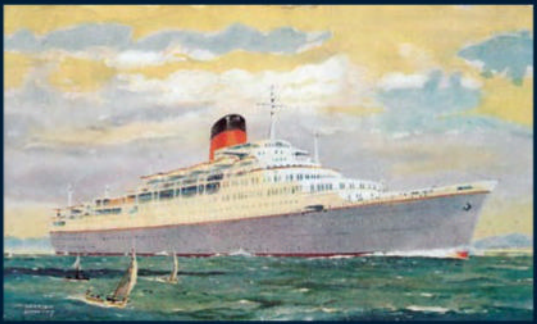
The article by Peter Knego covering Margarita L, formerly Windsor Castle (SM, April) was of much interest, as I lived in Durban when the ship called at the port. Before she made her maiden voyage, Union-Castle issued publicity material regarding the ship, with a brochure issued in 1959, as well as a booklet entitled 'Then and Now', which gave a short history of the line.

The bridge of Windsor Castle was shown on the cover and the inside page has pictures of the Windsor Castles of 1922 and 1960. I do not know if this booklet was only for South African passengers, as it was printed in Cape Town by the Cape Times.



On Tuesday 6 September 1960 the ship arrived in Durban on her maiden voyage. Friends of my parents, from our home town in Scotland, were sailing to the UK on her return maiden voyage. My mother and I were allowed on board to wish them bon voyage. At that time you were allowed on board on sailing day. The ship left Durban on Thursday 8 September 1960 on her return maiden voyage to the UK.


GREAT NEW FLAGSHIP OF THE SUNSHINE FLEET
R.M.S.
WINDSOR
CASTLE
The going's good by UNION-CASTLE THE BIG SHIP WAY TO AFRICA



▲ The brochure issued in 1959 by Union-Castle (left) and a postcard of the ship (right) posted on 12 September 1960.

We were sent a postcard of the ship from our friends, which was posted on 12 September 1960, when the ship reached Cape Town. I believe that this is a little-known card.

Windsor Castle had a successful career voyaging to South Africa. I travelled on her on the coastwise trip from Durban to Cape Town in tourist class. My wife, before we were married, travelled from Durban to Cape Town in first class and enjoyed a most memorable trip.

The announcement that the ship was to be withdrawn in 1977 was met with sadness in South Africa. On 31 August 1977, the day of her final departure from Durban, the passenger terminal was packed with well-wishers, as was the north pier. A stamp cover was issued for the event, stamped 6 September 1977, the date of the final sailing from Cape Town. She was a great ship and was operated by a famous company.

**Henry C. Aitken, Hethersett**

## Lengthened in Leith

I enjoyed the article on Pandoro (SM, Mar) and would like to add a small point of interest. When Buffalo was lengthened, Hall, Russell & Co may have had the contract. However, the ship was actually lengthened in the dry dock in Leith. The inserted module may have been fabricated in Aberdeen and brought to Leith, possibly even on St Magnus, although I am not certain, but the work itself was done in Leith.

**Bill Murray, Dunbar**

## Ellerman's Cities

It was interesting to read another article (SM April 2023) about Ellerman's business half a century ago in the shape of the Canada-India run as we knew it. I would, however, point out that the only SD 14 we had was City of Exeter and, as far as I can recall, she was never on that service.

City of Hull was in fact one of a trio of vessels built in the early 1970s; the others were City of Liverpool and City of London. City of Liverpool and City of Hull were built by Robb Caledon and were ach fitted with a 76J7 Doxford engine. City of London was built by Upper Clyde Shipbuilders with a 6RND90 Sulzer engine. All these engines ware rated at about 17,500bhp giving the vessels a service speed of 18 knots.

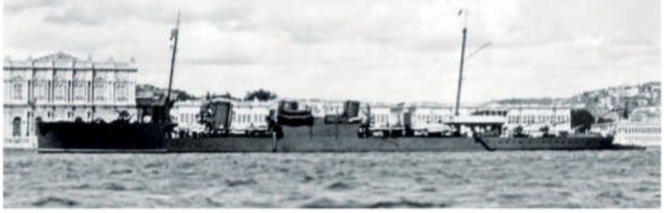
City of Hull and City of Liverpool spent a brief period on the service, as did City of Colombo when I was Chief Engineer. It was not much fun trying to keep schedule with those two capable of 18 knots when City of Colombo's 75LD6 Doxford was struggling to give us 15 knots downwind with sail up.

**Tim Gibbs**
**Bideford**

## Unidentified Russian warship in Istanbul

This photo was found in an antiques shop in Greece and shows what looks like an old Russian or Soviet destroyer, maybe of the Derzky class, lying in the Bosporus, in front of the Dolmabahçe Palace in Istanbul, Turkey. Can any reader, especially naval experts, provide details of the ship or any additional information about the photo?

**Kyriakos Pipinis and Antonis Pipinis, Piraeus, Greece**



## Norfolk Naval Base

Regarding the article Greatest Naval Base in the World (SM, Jan), the US Navy, by its renaming of naval facilities over periods of time, created confusion. The article seems to focus on the present-day Norfolk Naval Shipyard from its inception,

The facility is actually located in Portsmouth, Va. During World War II it was known as the Norfolk Navy Yard, being renamed Norfolk Naval Shipyard on 1 December 1945. However, it was never a part of the Norfolk Naval Station, which was correctly stated. The Norfolk Naval Station and Norfolk Naval Air Station were separate adjacent facilities in the Noroflk area and can be collectvely termed the Norolk Naval Base.

The list of ships built at Norfolk Navy Yard is not accurate, as none of the ships were built by the Norfolk Navy Yard, but were in fact built by commercial shipyards on the Atlantic, Pacific and Gulf Coast of the Great Lakes.

The photographs accompanying the article showed some interesting ships, with the main photo on page 42, dating from circa 1996, showing numerous naval vessels and, at upper left, the facilities of the Norfolk Naval Shipyard. The many ships in the lower left of the photo are all inactive at the inactive ship maintenance facility.

**R. Stan Welman**
**Honolulu, USA**

## Poor liner design

Today's naval architects and engineers have failed miserably in the design of ocean liners and cruise ships and Tim Gibbs' observations ring true (SM, Mar, Chartroom). A forest of exhaust tubes, coupled with an assortment of sheds cluttering the top decks, does not please the eye. The latest behemoths echo the Brutalist design movement. In the past we were proud of our ocean liners, their well-proportioned lines suggesting aura and majesty.

**Terry Primrose**
**Strathaven**

## Canadian Pacific callers

I was surprised no reference was made in your excellent magazine to the Canadian Pacific ships (Empresses and Beavers) that were very regular callers at Montreal (SM, Apr). I sailed on most of them between 1954 and 1957, and have very good memories of my time in the city. CPS was a relatively small firm and had a strong family feeling, which made life more fun: you nearly always knew someone on board from a previous sailing.

**Richard Elliott, Romsey**

## American Classics

As a fan of commercial shipping, I enjoy Ships Monthly and especially enjoyed the article Remembering American Classics by Kenneth Halsall and Jim Shaw (SM, Jan).

Kenneth mentioned that his father worked as a Dockhand at the Bethlehem Steel Shipyard in Hoboken, New Jersey. My father worked as a Longshoreman in Hoboken for close to 30 years, mainly on Pier A for the American Export Isbrandtsen Line and later for the Concordia Line and a few smaller lines before the piers closed for good. The photos brought back fond memories of the Port of New York in the 1960s and 1970s.

**Captain Joe Serylo (retired)**
**Jersey City, New Jersey Police, USA**

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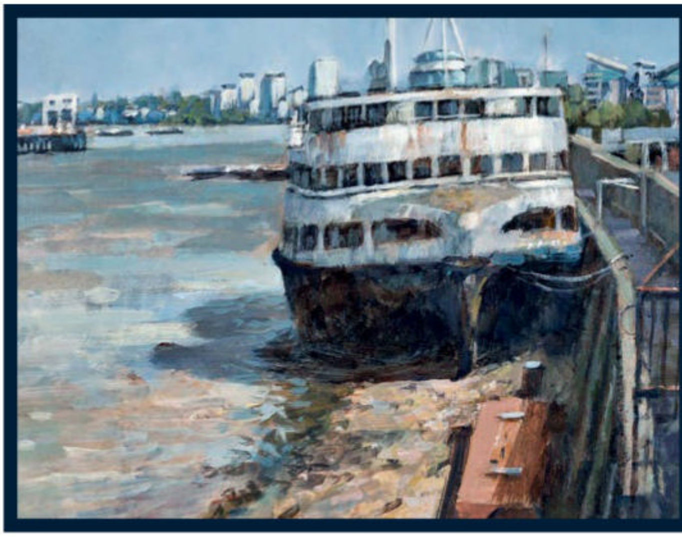


I was speaking with Geoff Hunt, President of the Wapping Group of Artists (established 1946), and discovered that, sadly, one of its members, Derek Daniells, passed away in 2022. I had come to know Derek very well during WGA painting days on board HQS Wellington, headquarters ship of the Honourable Company of Master Mariners, and he was a fine marine artist.

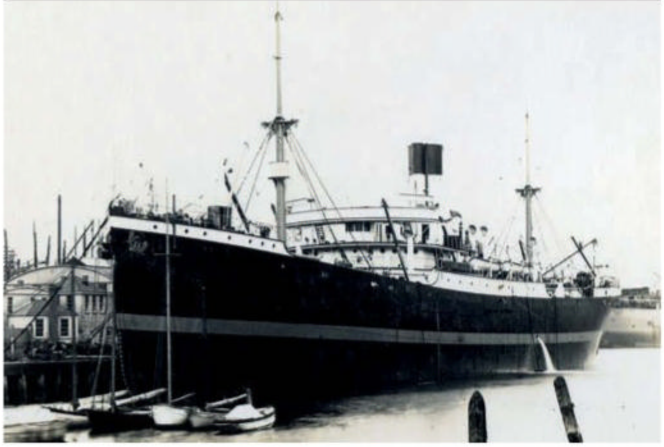
One of the paintings remaining in his studio, which his widow Caroline is endeavouring to clear, is of the old Mersey ferry Royal Iris, currently languishing in a sorry state at Woolwich. The painting is in acrylic on board and measures 10 by 12 inches. It is available unframed for £575 including delivery. In the 1960s, when I was working in Liverpool, I took several trips on the ship from the Pier Head to the Mersey Bar with a jazz band on board. Happy days!

If you are interested in the fine painting, contact Caroline Daniells at cdl.daniells@sky.com, and she will deal with your enquiry.

**Glyn Evans, Wittersham, Kent**

# MYSTERY SHIP

## APRIL'S MYSTERY



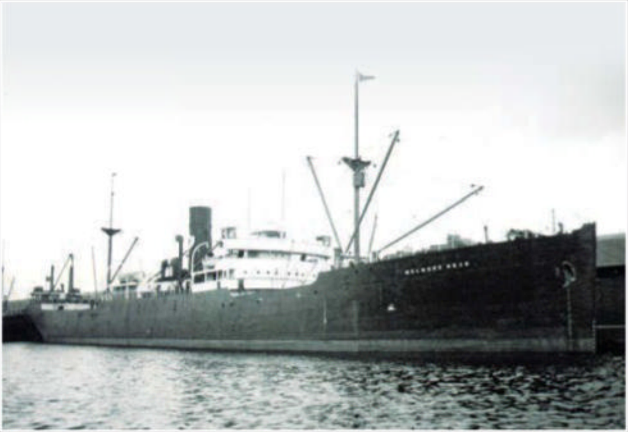
This is a very old ship from one of my previous companies, the Blue Funnel line. She is the Belfast-built Antenor,, completed in 1896 at 5,531grt. She measured 422ft in length, with a beam of 49.4ft. She was powered by a triple expansion engine, which gave her a rather pedestrian service speed of ten knots. She was transferred to the Dutch branch of Holt's, NSM Oceaan, in 1914, but later returned to the British flag. She survived being torpedoed in the Mediterranean in 1918, and was sold to a Genoese company and renamed Fortunato. She was broken up shortly thereafter.

**John Jordan**
**Cloyne, Co Cork**

## THIS MONTH'S MYSTERY SHIP

This month's mystery shows an old single-funnelled steamer, with cargo gear both fore and aft. The name Melmore Head is visible, but when and where was she built? What was her service career? And where was the photograph taken?

Send your answers, including a postal address, by email to: sm.ed@kelsey.co.uk; or by post to Mystery Ship, Ships Monthly, Kelsey Media, The Granary, Downs Court, Yalding Hill, Kent ME18 6AL. Emails preferred.



# SHIPS LIBRARY

## book of the month

### Hovercraft, Hydrofoils & Catamarans

**Steve Barron**

**Published by Ferry Publications, PO Box 33, Ramsey, Isle of Man IM99 4LP**

**Tel 01624 898445**

**info@lilypublications.co.uk**

**192-page hardback**

**Price £29.50 plus postage**

In July 1962 a small queue of passengers lined up on the beach at Rhyl in North Wales and paid £1 for a bumpy hovercraft ride along the coast to Wallasey on the Wirral. This book tells the story of the fast ferry revolution that followed, changing the face of sea travel around Britain's coasts.

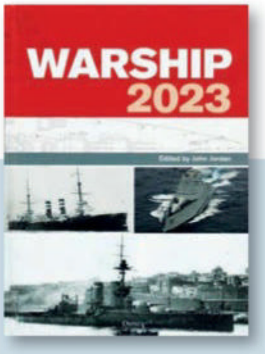
In less than a decade, the huge SRN4 hovercraft were running across the Channel, and Italian-built hydrofoils ferried passengers to the Channel Islands. Boeing's Jetfoils and fast catamarans arrived in the early 1980s and, within a decade, the Australian-built Seacats dominated ferry routes on both the English Channel and Irish Sea. Fast ferries ran out of Dover, from Troon on Scotland's west coast, and to the Isle of Man from Liverpool.

Stena's huge HSS catamarans were the ultimate fast ferries, running to Dun Laoghaire and Belfast in Ireland, and from Harwich to the Netherlands, at 40 knots, until they were defeated by the new millennium's rising fuel prices and were withdrawn.

Sixty years on, fast catamarans run on the Thames and the last hovercraft still cross the Solent, but, with only a few large ferries remaining, this is a good time to recount the story of the fast ferry revolution. Fast ferries continue to operate to the Channel Islands, while hydrofoils are popular in Japan.

HOVERCRAFT, HYDROFOILS & CATAMARANS
Sixty Years of Fast Ferries
HOVERSPEED
Steve Barron

This well-produced hardback book is packed with outstanding photographs and diagrams, and the detailed and well-researched text covers all aspects of fast ferries, hovercraft and hydrofoils. It has a limited print run of only 200 copies, and is a must for all ferry enthusiasts. NL



### Warship 2023

**John Jordan (editor)**

Warship 2023 is devoted to the design, development and service history of the world's combat ships. The contributors are respected authorities, so detailed information is the bedrock of the articles, which are supported by plans, data tables and photographs. The volume is edited by John Jordan, author of numerous books on naval subjects.

The various articles cover a wide range of naval matters: the loss of HMS Audacious to a German Mine off Lough Swilly on 27th October 1914 is recounted by John Roberts. Clemanceau and Foch, France's first modern aircraft carriers, are discussed by Jean Moulin and John Jordan. The Italian Connection tells the story of an unusual collaboration between Fascist Italy and Communist Russia, concerning a Battleship design.

Other articles focus on the Imperial Japanese Navy's first eight-inch gun protected cruisers; the Italian Navy and the battleship in the 1930s; post-war Electronic Warfare Systems in the Royal Navy; the Strange Fate of General Alekseev's guns; the development of Yokosuka Navy Yard; and preparing for the next Pacific War. PS

- **Published by Osprey Publishing, Kemp House, Chawley Park, Cumnor Hill, Oxford OX2 9PH info@ospreypublishing.com; ospreypublishing.com; price £45.**

Warships of the Soviet Fleets 1939–1945

### Warships of the Soviet Fleets 1939-1945: Vol.II Escorts and Smaller Fighting Ships

**Przemyslaw Budzbon, Jan Radziemski and Marek Twardowski**

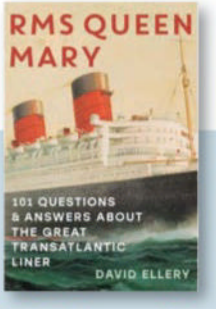
Seventy-five years after the end of World War II, details of Soviet ships, their activities and fates remain little known in the West. In wartime, such information was classified and after a brief period of Glasnost (openness) the Russian state has again restricted access to historical archives. So the value and originality of this book is difficult to exaggerate.

It sees the first publication of reliable data on both the seagoing fleets and riverine flotillas of the Soviet Navy, listing over 6,200 vessels, from battleships to river gunboats and mercantile conversions, as well as purpose-built warships. Divided into three volumes, this second one covers escorts, submarine hunters, patrol boats, AA defence ships and batteries, minesweepers, minelayers and landing craft.

For every class there is a design history analysing strategic, tactical and technical considerations, and individual ship detail includes building yard, key building dates, commissioning, fleet designations, relocations and ultimate fate. The wartime loss of every ship and boat (over 1,000) is described.

By following the ships through both their wartime and earlier history, the book reveals many aspects of Russian history that remain highly sensitive. This is undoubtedly one of the most important naval reference works of recent years and will be welcomed by anyone with an interest in warships, the Soviet Navy or wider maritime aspects of World War II. PD

- **Published by Seaforth Publishing, 47 Church St, Barnsley, Yorkshire S70 2AS; info@seaforthpublishing.com, price £45; 304 pages, hardback.**



### RMS Queen Mary 101 Questions and Answers About the Great Transatlantic Liner

**David Ellery**

For 1930s Britain, the liner Queen Mary was a symbol of hope. Cunard abandoned construction on what they had planned to be the grandest liner of all time during the Depression. Her half-finished hull sat on the Clyde for years, but when Cunard announced they were going to complete her, it was a sign that the country was emerging from economic disaster.

Queen Mary became one of the most famous ships in the world, and this nicely-produced 128-page book asks, and answers, 101 questions about her. This approach offers a different and interesting perspective, and the informative text is accompanied by photographs and other original material. JM

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# A VIEW FROM THE BRIDGE

**While heading west towards Lundy Island, Captain Jason Mugford talks to Richard Webber about his career and Oldenburg, the island's supply and passenger ship.**

## HOW LONG HAVE YOU WORKED AT SEA?

After six years in the Royal Navy, I moved to the Merchant Navy. Initially, I worked on square-rigged sailing ships before going to college and getting my master's ticket. I then joined Shell UK, working as second mate on coastal tankers, before getting a job on an anchor handler, owned by Seabulk, in the Falklands for seven years. Most of the time we serviced navigation buoys, and even sailed down to South Georgia to retrieve oil from abandoned whale-catching ships.

## WHAT WAS YOUR TIME LIKE WITH SHELL?

My first vessel was a product tanker, Achatina, which later became Aptity under F.T. Everard ownership. We operated between Milford Haven and Irish ports. After loading at Stanlow, we went to Cork, Limerick and Londonderry.

## WHEN DID YOU JOIN OLDENBURG?

I have skippered the vessel for seven years. It is ideal for home life because I live locally and was brought up in Bideford, one of the ports we use when sailing to Lundy. The main port we use during the season is Ilfracombe because we have three berths and so can move the ship depending on tidal conditions, whereas at Bideford there is only one berth. However, Bideford is handy because we can load large cargoes, even vehicles and livestock, but from Ilfracombe we normally take products for the shops or beer kegs for the pub.

## WHAT IS OLDENBURG LIKE TO SKIPPER?

She is a very manoeuvrable, twin-propellered vessel and is great fun to skipper. Built in 1958, she is approaching her 65th birthday. Interestingly, she was designed to deal with ice and so she is solid and can do everything the company asks of her. In fact, sailing from the North Devon coast to Lundy is the kind of route for which she was designed. Built in Germany, she sailed out to the Frisian Islands regularly until coming over here in 1985. However, she has a bit of a reputation for being rough on passengers sometimes because her shallow draught means she rolls. But the advantage of her shallow draught is that we can sail up the River Torridge to Bideford and can reach places which would not be accessible with a greater draught.

## HOW MANY CROSSINGS DO YOU MAKE A YEAR?

Oldenburg operates about 100 passenger sailings a year. During the winter we undertake cargo runs every two weeks with no passengers, when we have five crew. Any visitors wanting to reach Lundy during this period go by helicopter from Hartland, and Oldenburg's crew transfers to work on the helicopter crossings, where duties include loading cargo and fuel and passenger liaison.

## IS THE ROUTE TO LUNDY CHALLENGING?

There are no direct hazards because, upon leaving Ilfracombe it is simply a case of heading west. Wind against tide off Morte Point is the only real hazard, and can be quite dangerous with big waves. Sandbanks in the river up to Bideford are constantly changing and so that has to be borne in mind. Operational limits state that we must not sail in winds greater than force six. Several years ago, we were alongside at Lundy when the mooring lines got wrapped around both propellers. An easterly gale was imminent so we had to get a tug from Wales to tow us back to Ilfracombe. If we had stayed overnight in the gales, we would have ended up aground on the beach.

## WHAT IS OLDENBURG LIKE TO WORK ON?

She is a solid ship and I am not sure a new class of ship would stand up to the rigours of what Oldenburg endures. The quality of steel and her frame make her very strong. When at Ilfracombe in the open sea berth, the swell can often push her up against the quayside, and when we reach Lundy, it can sometimes be quite hard trying to dock.

## HOW DO YOU RELAX?

When I am off duty, my wife and I run Seabreeze, a small caravan and motorhome park in Appledore, North Devon. We have had it for two years, and my wife manages the bookings.

### OLDENBURG OVERVIEW

**BUILT** 1958, Detlef Hegemann Rolandwerft

**CAPACITY** 267 passengers, six tonnes of cargo and up to eight crew

**SPEED** 12.5 knots maximum; 17 with the tide behind

**WEBSITES** landmarktrust.org.uk; nationaltrust.org.uk

# NEXT ISSUE

**HOLYHEAD-DUBLIN FERRIES • P&O'S NEW CRUISE SHIP • MODERN GERMAN NAVY • BALTIC FERRY VIKING GLORY**

## IRISH SEA CONNECTIONS

A look back at ferry services between British and Ireland, with the focus on Holyhead's links to Dublin, currently served by some of the most modern tonnage.

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**P&O'S NEW CRUISE SHIP ARVIA** • Profile of Arvia, the latest cruise ship to join the P&O Cruises fleet, having recently been built by Meyer Werft.

**GATEWAYS TO THE GULF COAST** • The Texas ports of Houston and Galveston are among the busiest and biggest of any in the United States.

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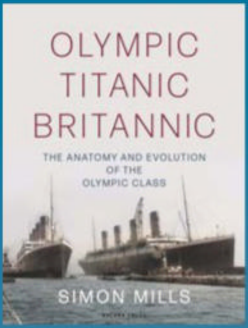
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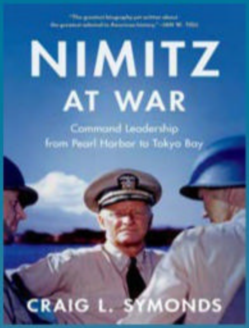
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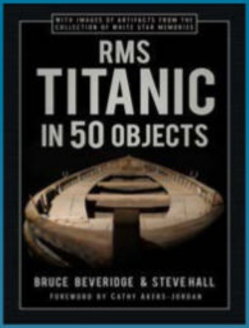
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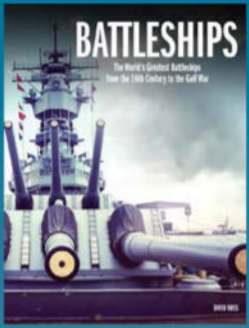
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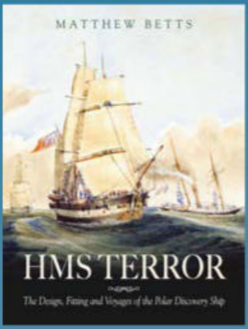
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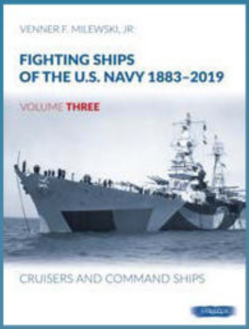
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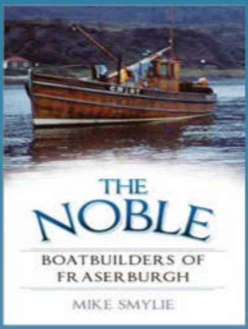
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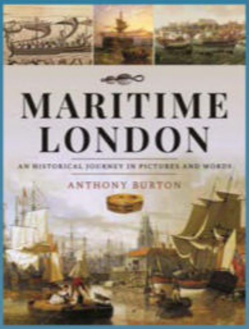
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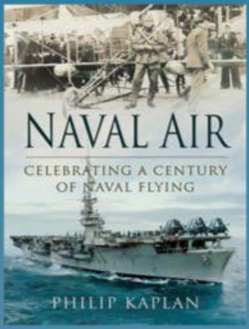
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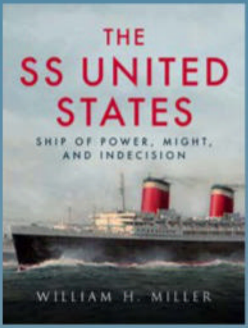
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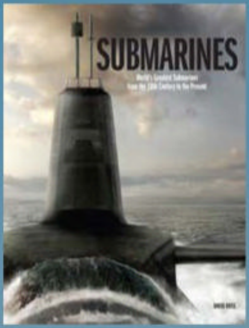
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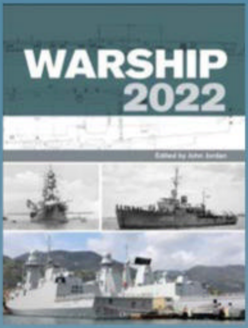
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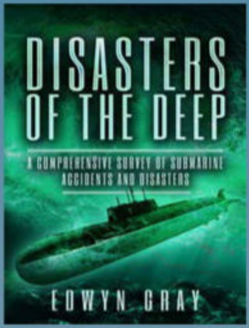
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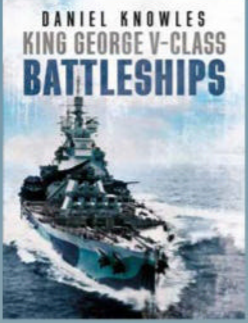
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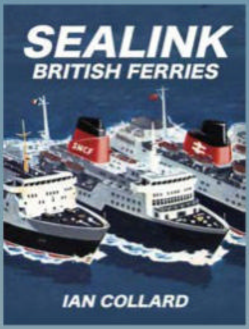
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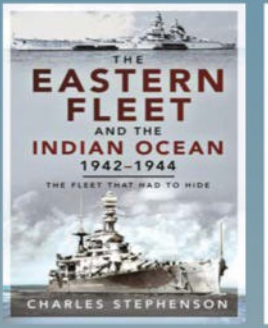
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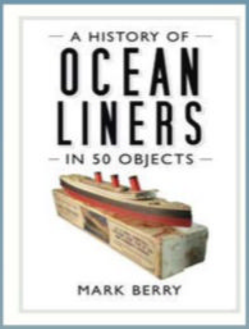
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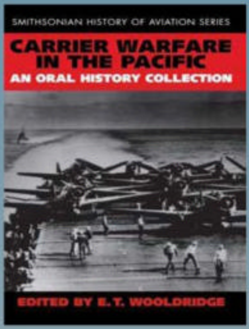
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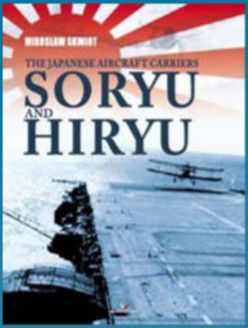
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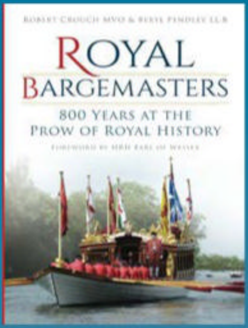
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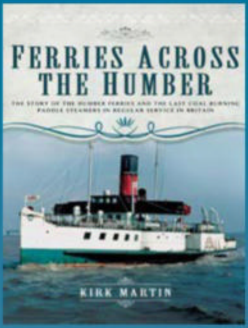
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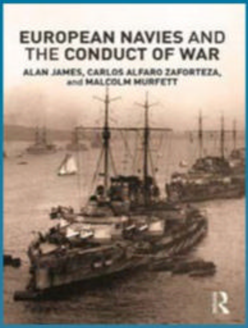
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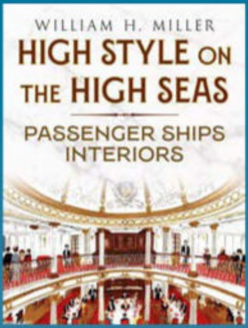
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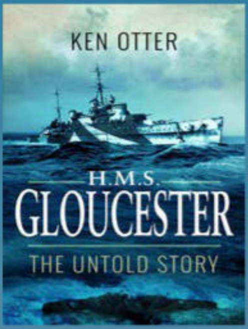
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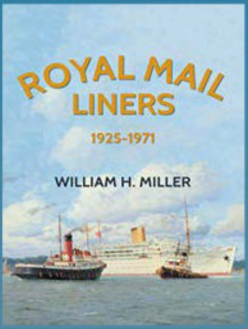
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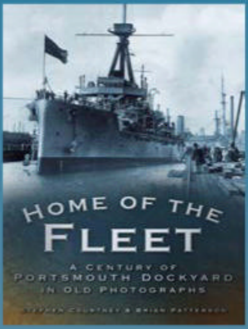
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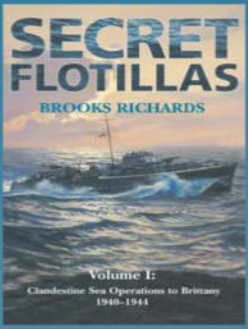
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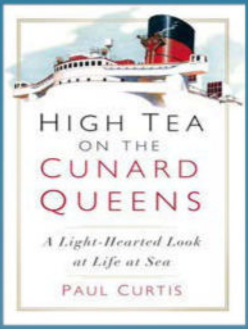
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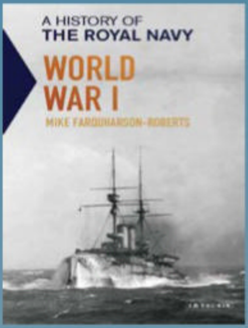
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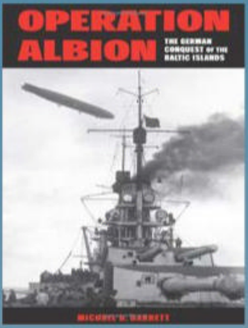
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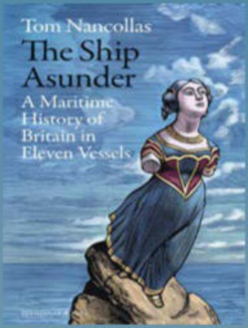
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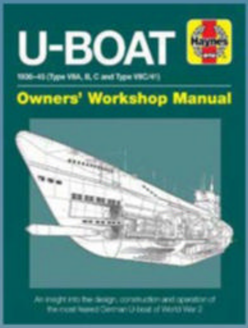
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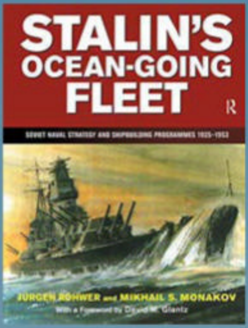
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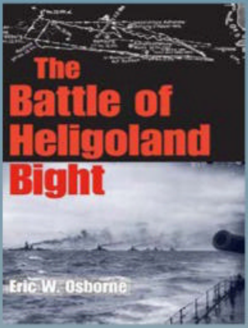
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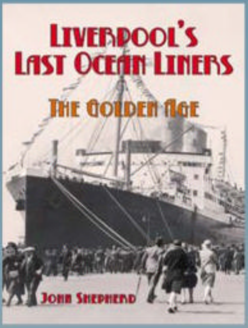
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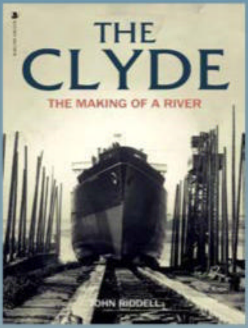
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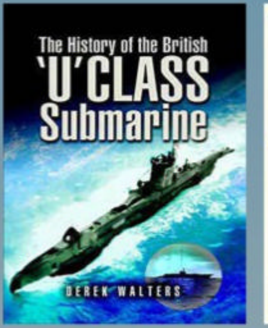
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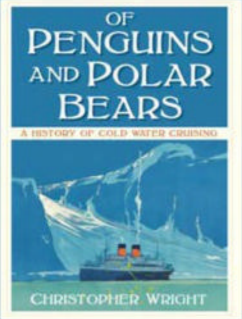
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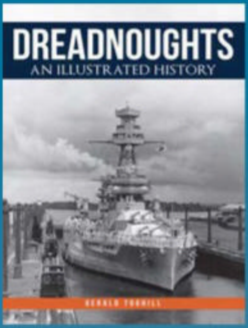
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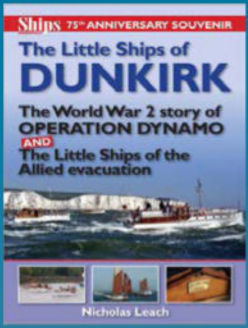
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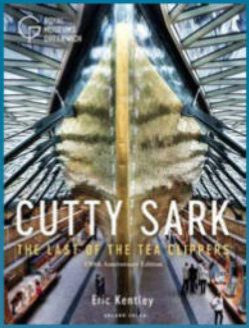
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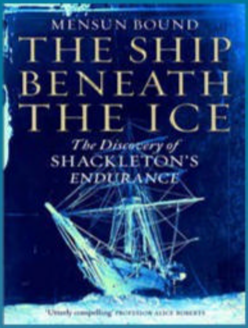
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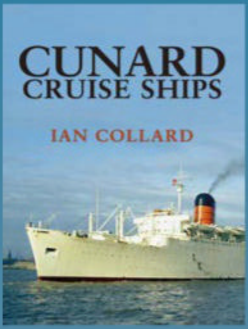
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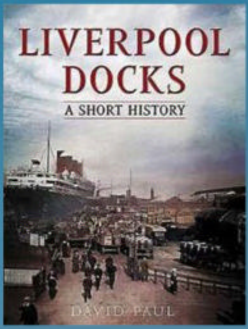
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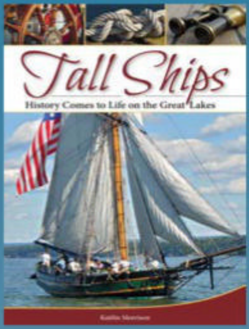
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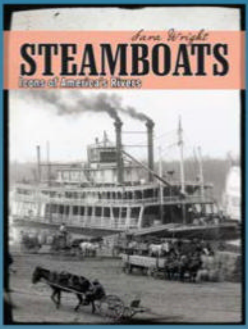
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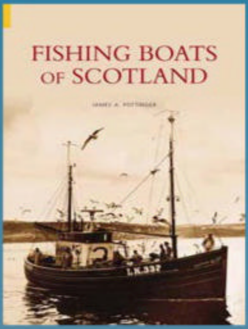
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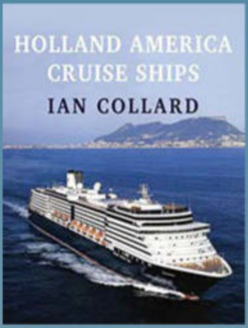
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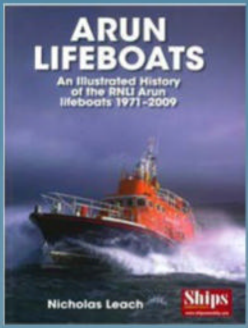
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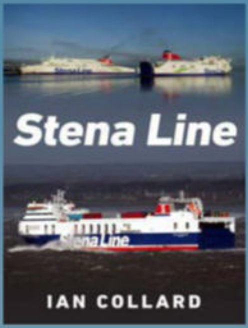
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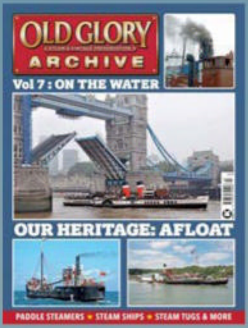
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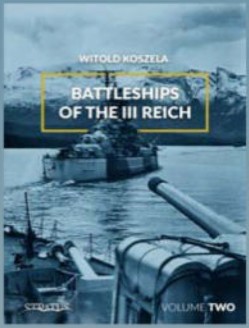
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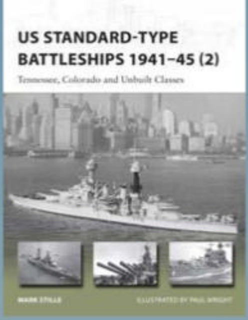
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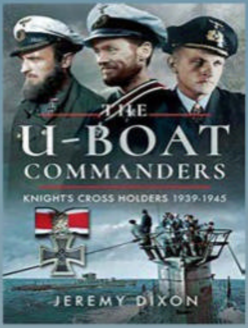
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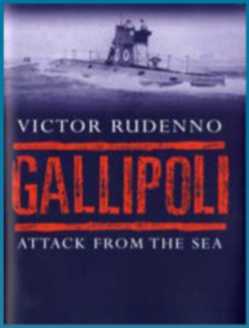
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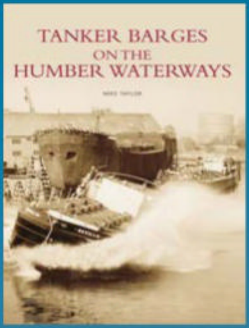
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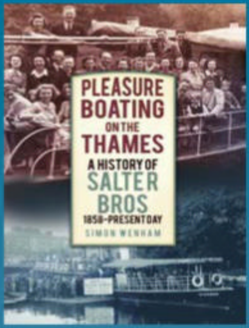
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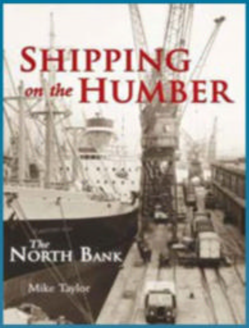
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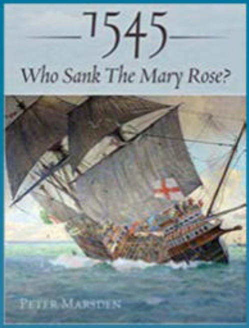
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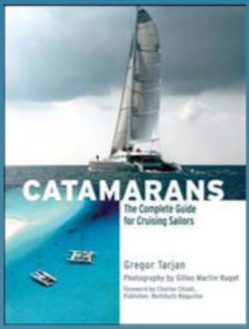
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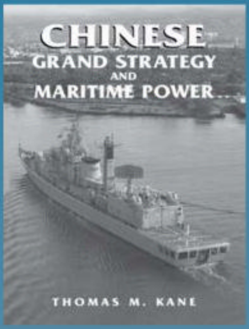
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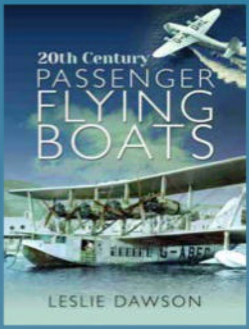
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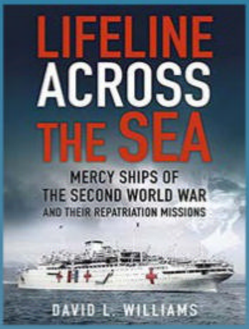
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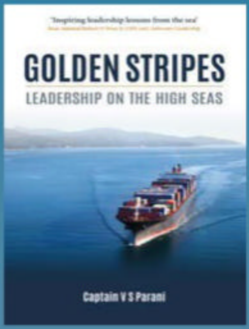
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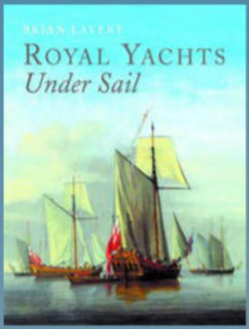
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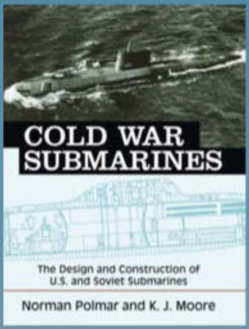
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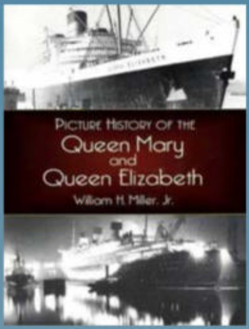
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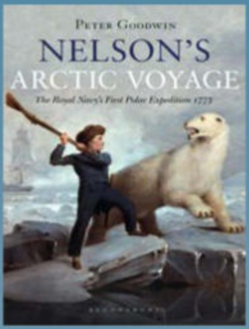
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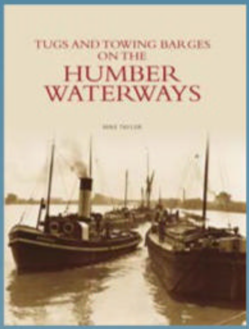
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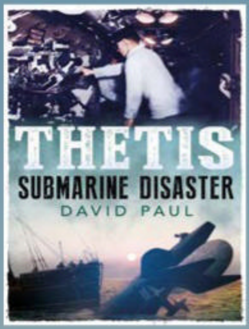
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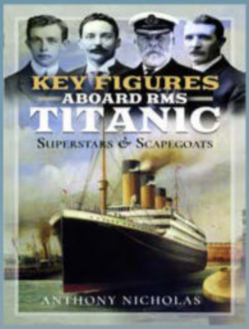
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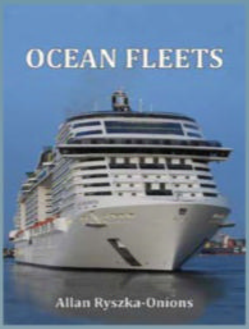
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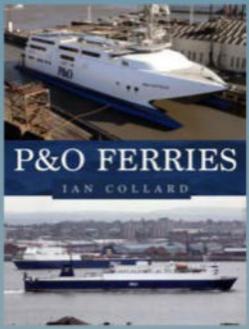
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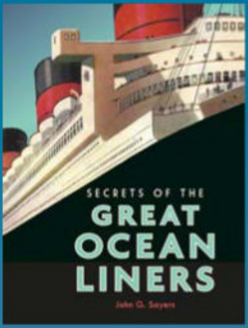
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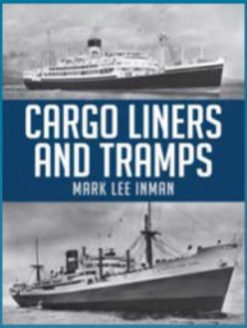
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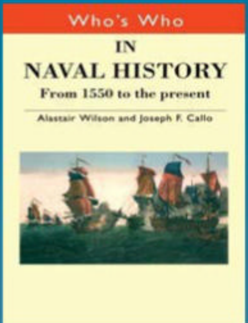
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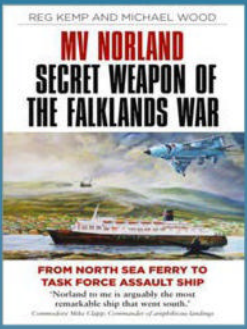
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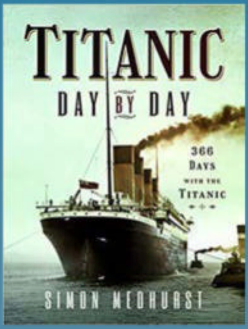
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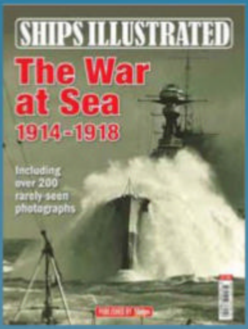
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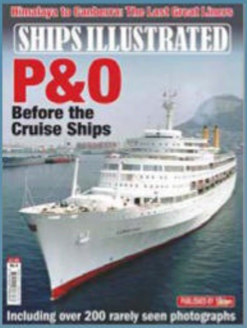
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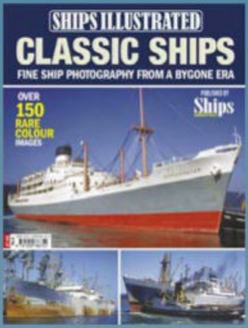
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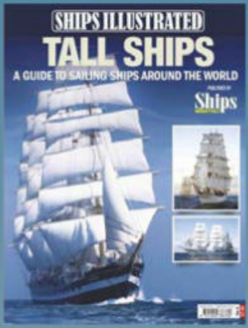
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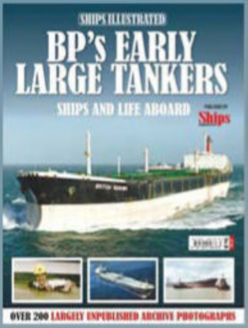
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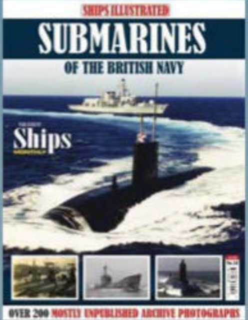
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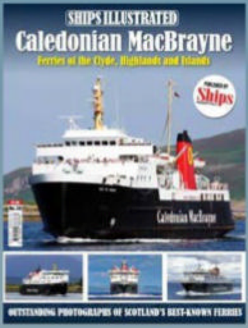
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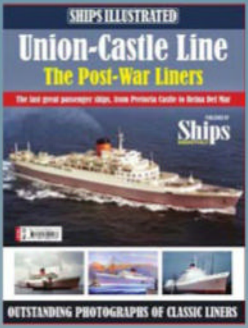
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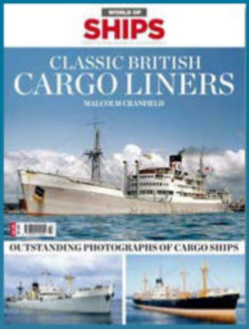
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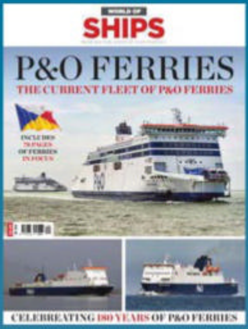
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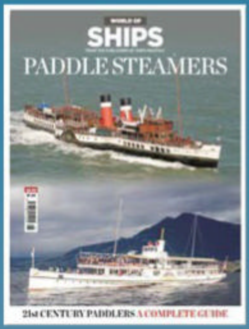
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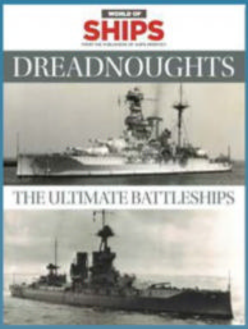
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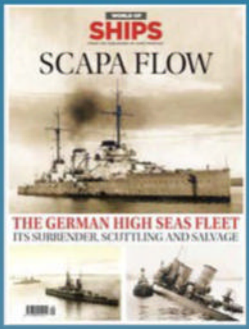
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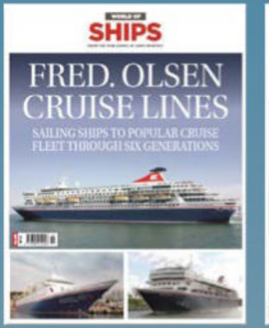
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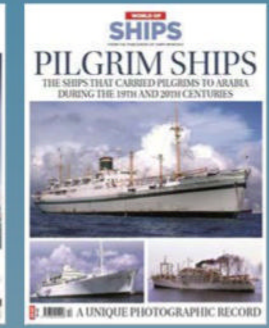
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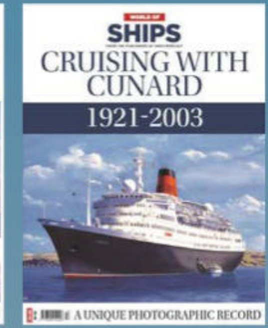
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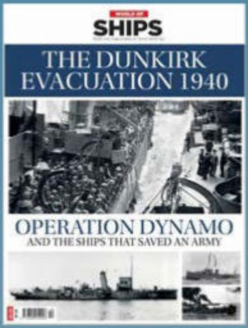
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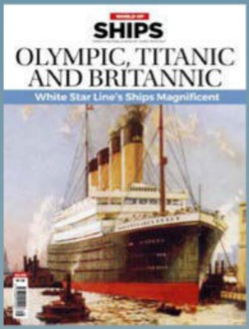
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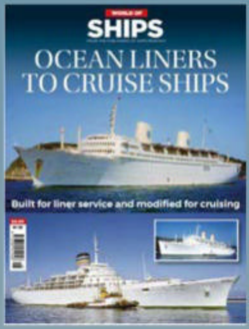
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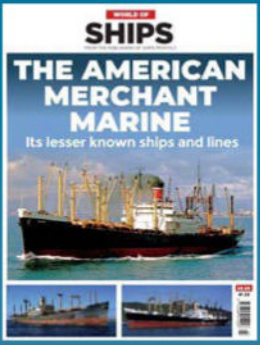
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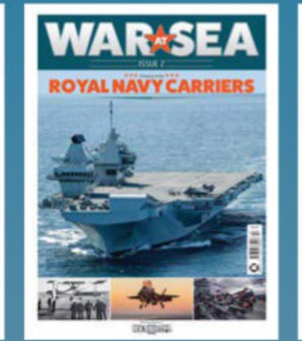
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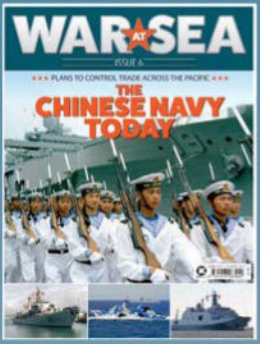
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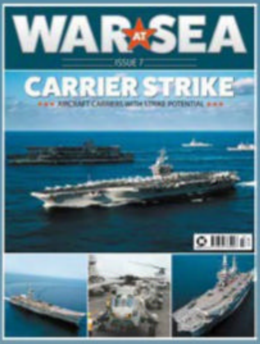
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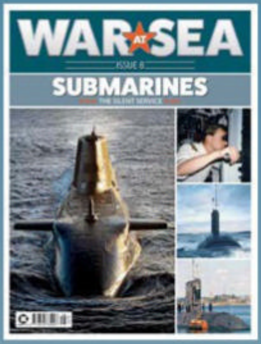
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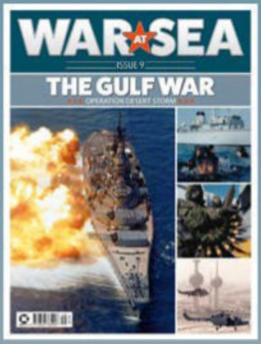
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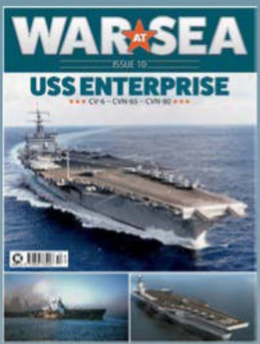
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